A VOYAGE

UP

THE MEDITERRANEAN.

CHAPTER I.

PER VARIOS CASUS, PER TOT DISCRIMINA RERUM.

It is, I believe, a general and allowed principle, that to inſure ſucceſs in war, the meaſures of government ſhould be carried into execution with ſecrecy and diſpatch. That ſuch has been the caſe in almoſt all the military adventures of the French, muſt be allowed. Though ſome ſhare in the ſucceſs they have ſo often experienced, may be attributed to the ſuperiority of their numbers, yet I will venture to aſſert, that much more has been gained by the celerity of their movements, and the ſecrecy with which they have commenced their attacks, than with an equal number would have been obtained by thoſe more regular governments whoſe hands have been confined by coun-

ſels, that muſt clog the machine, though they are altogether indiſpenſable to the wellbeing of the ſtate.

The Expedition which the following pages will relate, is, however, free from the objection above alluded to, as it was planned with ſecrecy, and executed with a promptneſs highly creditable to all concerned. It had been known by the Britiſh government, that the French were preparing a powerful armament whoſe principal rendezvous was at Toulon, and the ſea-ports in the Mediterranean; and from the number of tranſports and troops that were getting ready, it appeared that they meditated a deſcent on ſome of our allies in thoſe ſeas. Rear Admiral Sir Horatio Nelſon was appointed to command a ſquadron whoſe object was to defeat the projects of General Buonaparte's intended operations, whatever they might be; and about the latter end of April 1798, having his flag on board the Vanguard of 74 guns, he joined the fleet off Cadiz, under the command of Admiral the Earl of St. Vincent; and having received further orders from him, ſoon after arrived at Gibraltar, where he took in ſome ſtores and other neceſſaries; and ſailed from thence on the 9th of May, taking with him the Orion of 74 guns, commanded by Sir James Saumarez; and the Alexander, Captain Alexander Ball; with the Emerald and Terpſichore frigates, and Bonne Citoyen ſloop of war; and proceeded towards Toulon to watch the motions of the enemy. In the mean time, the Earl of St. Vincent being apprized by government that a reinforcement would be ſent to enable him

to ſtrengthen Rear Admiral Nelſon's ſquadron, had made ſuch arrangements in his fleet as might prevent all loſs of time. On the 24th of May, the Hector, being on the look-out to the northward, made the ſignal for a fleet being in ſight, and ſoon after, that it was a fleet of men of war, conſiſting of the Prince of 98 guns, Leviathan, Centaur, Montague, Powerful, Edgar, and Marlborough, of 74 guns; the Lion, of 64 guns, and the Succeſs frigate and Incendiary fireſhip; the whole under the command of Rear Admiral Sir Roger Curtis. No ſooner was the ſignal ſeen, than the order for the advanced ſquadron, then anchored off the mouth of the harbour of Cadiz, to get under weigh, and for the diviſion under Sir Roger Curtis to take their ſtation, was inſtantly executed.

It is here to be obſerved, that the number of ſhips that joined Lord St. Vincent from England, to replace thoſe he had diſpatched with Admiral Nelſon, was eight ſail of the line, one frigate, and a fireſhip. The fleet ſent with Admiral Nelſon, excluſive of his own ſhip, conſiſted of thirteen ſail of the line, two frigates, and two brigs. Lord St. Vincent, aware of the poſſibility of the French being in ſuperior force than was at home imagined, weakened his own fleet to give the greater power to Admiral Nelſon's; a conduct to be more admired, as it is not often practiſed. Captain Troubridge in the Culloden, ſailed from the honourable poſt [a] which he had maintained off

[a] That of Commander of the in-ſhore ſquadron forming the blockade of Cadiz.

Cadiz, in the evening of the 24th [b] of May 1798, having under his command the Bellerophon, Zealous, Defence, Majeſtic, Minotaur, Goliath, Swiftſure, and Theſeus. On the 27th we paſſed the Straits of Gibraltar, and were joined by the Audacious of 74 guns, and the Leander of 50 guns, who had been ſome days there taking in water and other neceſſaries. On the 28th we paſſed the little uninhabited iſland of Albaran: it is quite flat; and with only low ſhrubs and graſs, which muſt be burnt up in ſummer, maintained, I was informed, a great many hares and other game. It ſeems about three miles long, and is on the coaſt of Fez, in lat. 36. At night we lay to. The next morning procceded with a fair and pleaſant breeze to the eaſtward: on the 30th the ſignal for ſeeing ſtrange ſhips was made by one of the ſquadron; and the Commodore made that to prepare for battle, which was accordingly put in execution by the reſt of the ſhips, by knocking down the bulkheads and keeping the quarters clear for the great guns; every article of uſeleſs lumber being carried below, or thrown overboard. The Mutine brig was alſo directed to proceed to the northward of Majorca, in hopes of meeting the Admiral. The following day the Bellerophon and Swiftſure gave chace to a ſtrange veſſel; the latter being called in, ſhe was ſpoke by the former, and

[b] The ſame day the Author was appointed to be Chaplain of the Swiftſure, and was received by his Commander, Captain Hallowell, with an hoſpitality and kindneſs for which he begs here to make his public acknowledgments. To the Earl of St. Vincent, in addition to many other obligations, that of giving him, by this appointment, a firm and honourable friend in Captain Hallowell, excites his lively gratitude.

proved to be a merchantman from Sardinia: from her no intelligence was obtained. On the third of June we met with ſqualls of wind and rain, which, however, did not long annoy us. On the ſixth, being near the rendezvous, Commodore Troubridge made the ſignal for the Captains of the Swiftſure and Zealous to repair on board the Culloden; and on the next morning, the 7th of June, we ſaw the high hills behind Toulon, and two ſail off that port; towards which we made all ſail, and had the happineſs to find one of them to be the Vanguard, bearing the flag of Rear Admiral Sir Horatio Nelſon. Our pleaſure was however a good deal damped by perceiving that ſhe muſt have met with a ſevere diſaſter in the loſs of her foremaſt, having replaced it with a jury-foremaſt.

It appears, that on the 22d of May, being in the gulph of Lyons, a violent ſquall of wind aſſailed the Admiral and his ſquadron, carried away all his topmaſts, and ſoon after his foremaſt ſhared the ſame fate: the other ſhips were more fortunate; though in the ſame gale of wind, they received no damage. During this gale the frigates diſappeared, nor did they again join the fleet till ſome days after the action in Aboukir Bay. This was a moment of infinite difficulty and danger, which however the ſpirit and reſolution of the Admiral were fully equal to combat. The French fleet was known to be only a few leagues diſtant, having lately ſailed from the Bay of Toulon. Admiral Nelſon, with his little ſquadron, bore up for the Iſland of Sardinia, and reached with difficulty the road of St. Pietro, where the go-

vernor endeavoured in vain to obſtruct his coming to an anchor. Britiſh ſeamen in diſtreſs are not eaſily intimidated. After remaining four days in this road without receiving the ſmalleſt aſſiſtance from the natives, the Vanguard again put to ſea with top-gallant yards acroſs, having ſet up a jury-foremaſt and replaced her topmaſts. The inhoſpitality of the Sardinians muſt have originated in the fear their government was under of the vengeance of the French republic, whoſe tyranny at that moment palſied with terror all the Italian ſtates; but what have they gained by their ſervility? After receiving repeated inſults, many of them have undergone a total change in their conſtitution, have been drained of all their valuable property by repeated requiſitions and forced loans, and at laſt annexed to the dominions of their inſulting falſe friends, or made over by way of exchange to ſome other power.

The Leander was the ſame evening ordered to look out for the Orion and Alexander, and we continued lying to off Toulon. In the evening of the 9th, the Orion, and at three o'clock the following morning, the Alexander, Leander, and Mutine, joined the fleet, having immediately made ſail after the French fleet which, under the command of General Buonaparte, had ſailed from Toulon on the 20th of May, with 15 ſail of the line, beſides frigates and gun veſſels, and 200 ſail of tranſports, having 40,000 troops on board. Whither they were gone, and what their object might be, was as yet totally unknown to us. Our firſt point of reſearch was Naples, knowing that there had

exiſted ſtrong ſymptoms on the part of the new republic of attacking that weak and impolitic monarchy. Our fleet now conſiſted of the following ſhips.

The Vanguard of	70 guns,	Capt. Berry, bearing Sir H. Nelſon's flag.
Orion	74	Capt. Sir J. Saumarez,
Culloden	74	. . . . Thomas Troubridge,
Bellerophon	74	. . . . H. Deſterre Darby,
Minotaur	74	. . . . Thomas Louis,
Defence	74	. . . . J. Peyton,
Alexander	74	. . . . Alexander J. Ball,
Zealous	74	. . . . Samuel Hood,
Audacious	74	. . . . Davidge Gould,
Goliath	74	. . . . Thomas Foley,
Majeſtic	74	. . . . G. B. Weſtcote,
Leander	50	. . . . T. B. Thompſon,
Swiftſure	74	. . . . Ben. Hallowell,
Theſeus	74	. . . . R. Willet Miller,
And Mutine Brig	16	. . . . Thomas M. Hardy.

Previous to the junction of the fleet, the Orion and Alexander fell in with 15 ſail of Spaniſh merchantmen, two of which they captured, but were called off by the Admiral, who did not wiſh to riſk a failure of his more important object for the ſake of prizes. By theſe means the Spaniards had the good fortune to eſcape. On the 12th we were off Cape Corſe, the

northern promontory of Corſica, and in the evening saw Capraia, and lay to, off the Iſle of Elba; and the Mutine was diſpatched for intelligence to Civita Vecchia. The winds were light and variable, the climate ſoft and pleaſant; the next day, however, the ſky was overcaſt, and we were aſſailed by torrents of rain, accompanied by moſt vivid lightnings, and heavy peals of thunder. During this grand diſplay of nature in her robes of terror, we were entertained by one of thoſe curious phenomena which uſed to create ſo much alarm to the ſuperſtitious ancients, a water ſpout; it frequently varied its form, and was often of a bended ſhape, like an S: at length it burſt, and the ſpace where it fell was whitened with foam. In the evening the weather cleared up, and we paſſed the ſmall and flat iſland of Planoſa, on the north point of which we diſcovered a few buildings, but at this time no appearance of inhabitants. Several of theſe iſlands are uſed as a ſummer reſidence for the poorer farmers from the neighbouring places, who bring their families and cattle with them: the latter always find plenty of feed, and the former employ themſelves in fiſhing. There are alſo hares and other game in the iſlands. But, alas! ſuch is the inſecurity of theſe ſeas, that it ſometimes happens that a ſingle Algerine corſair will make a deſcent upon the helpleſs and puſillanimous inhabitants, carry off all their cattle, and not uncommonly make ſlaves of the proprietors themſelves. This day a fiſhing-boat was deſcried by the fleet; the Alexander ſtood towards her, and found ſhe had been left by her crew

ſtood towards her, and found ſhe had been left by her crew, and ſcuttled. From ſubſequent information I have reaſon to believe ſhe had been met by the French fleet, her men taken out to reinforce their crews, and ſo left: for this we find was their mode of action with whatever they fell in with; *neutrals* or *enemies* were alike to them.

On the 14th, having a freſh breeze from the N.N.W. we paſſed the iſland Gianuti, on the coaſt of Tuſcany, near which the Leander ſpoke a Mooriſh veſſel that gave information of the French being at Syracuſe in Sicily: the Mutine joined, without having obtained any intelligence. On the 15th inſtant, with a light breeze, we paſſed the iſlands of Palmaria and Ponza, the former rocky and uninhabited, the latter well cultivated, and rendered pleaſing to the view by a village, ſeveral detached houſes, and a white watch-tower on an eminence: to the ſouthward we ſaw the little iſland called Le Botte, which at a diſtance has frequently been miſtaken for a ſail. On the 16th, we paſſed the iſland Ventotiene, on which is a large handſome white building, and on a ſmall iſland near, a walled-in place like barracks; we had no opportunity of knowing what it was. In the evening we arrived off the iſland of Iſchia, which forms the north-weſt boundary of the Bay of Naples. The next morning the fleet made ſail into the Bay; Captain Troubridge and Captain Hardy were diſpatched to Sir William Hamilton, the Britiſh Ambaſſador, from whom they received all the intelligence that had reached him, and learned that the French fleet had not entered

that port, but were gone to the ſouthward, having coaſted the iſland of Sardinia. It ſince appeared, they had ſent in to Cagliari, and were informed by our Conſul (an Italian[c]) of the crippled ſtate of Admiral Nelſon's ſhip, but that he expected a reinforcement of thirteen ſail of the line. This account the Admiral purpoſely left with him, knowing that he would report it to the French the firſt opportunity, ſhould they viſit that port.

[c] Many of the Consuls employed by our government, are foreigners; whether it is beneficial to our commerce that it should be so, is not for me to decide.

CHAPTER II.

" Dextrum Scylla latus, lævum implacata Charybdis
" Obsidet, atque imo barathri ter gurgite vastos
" Sorbet in abruptum fluctus, rursusque sub auras
" Eriget alternos, et sidera verberat unda." ÆN. 3. v. 420.

THE Admiral having now ſome clue to go by, ſailed from the Bay of Naples in full hopes of falling in with the French fleet, the conqueſt of which he could not but anticipate, well knowing the unanimous ſentiments that pervaded the fleet he commanded, the tried bravery of many of his captains, and the ſpirit of all. Light airs prevailed, a mortifying circumſtance at ſuch a moment, and we found ourſelves very little to the ſouthward of the Bay of Naples on the 18th. On the 19th we ſtill hung on the coaſt of the Upper Calabria, from whence we had a view of the Burning Mountain on the iſland Stromboli; in the evening we paſſed within a few leagues of it, and had a fine view of the picturesque appearance of a volcano by night. The next day we ſaw the other Lipari iſlands, and had a diſtant view of Sicily, with Mount Ætna, whoſe ſummit, though conſtantly emitting flame and ſmoke, is covered with perennial ſnows. We now made for the far-famed Straits of Meſſina, and had the honour of being the firſt European fleet of men

of war, in modern times, paſſing the dangers of Scylla and Charibdis. Whatever dangers might formerly have given occaſion to the celebrated fictions of the ancient poets, we found none, but with a full ſail entered the Straits, paſſing cloſe by the caſtle, or what is generally called the Faro of Meſſina, a ſquare red tower like a church ſteeple, near which are ſome indifferent buildings, the habitations of fiſhermen: there is always a ſmall garriſon in the caſtle.

As we paſſed within a few miles of the rock of Scylla, I took the opportunity of making a drawing of it, which is here given. The town bearing the ſame name, is built on the neck of land that connects it with the main, and has a beautiful effect from the ſea view; an old caſtle crowns the rock. Near this place a Calabrian prince, and 2473 of his people, were ſwept into the deep by a tremendous wave, occaſioned by the dreadful earthquakes that deſolated Calabria and the oppoſite ſhores of Sicily in the year 1783; of which Sir William Hamilton ſent a very accurate account to the Royal Society; but the nervous poetic deſcription of this calamity from the pen of the late Mr. Cowper, is ſo truly deſcriptive, that I ſhall here beg leave to tranſcribe it, as I am sure every feeling mind muſt receive entertainment from it.

Alas for Sicily! rude fragments now
Lie ſcatter'd where the ſhapely column ſtood.
Her palaces are duſt. In all her ſtreets
The voice of ſinging and the ſprightly chord

Cooper Wilkins del.

I.C. Stadler sculp.

Scylla, on the Coast of Calabria.

London, Pub. by J. White, Fleet Street, 1809.

Are ſilent. Revelry, and dance, and ſhow,
Suffer a ſyncope and ſolemn pauſe,
While God performs upon the trembling ſtage
Of his own works his dreadful part alone.
How does the earth receive him? With what ſigns
Of gratulation and delight, her king?
Pours ſhe not all her choiceſt fruits abroad,
Her ſweeteſt flow'rs, her aromatic gums,
Diſcloſing Paradiſe where'er he treads?
She quakes at his approach. Her hollow womb
Conceiving thunders, through a thouſand deeps
And fiery caverns, roars beneath his feet.
The hills move lightly, and the mountains ſmoke,
For he has touch'd them. From th' extremeſt point
Of elevation down into th' abyſs,
His wrath is buſy and his frown is felt.
The rocks fall headlong and the vallies riſe.
..... The Sylvan ſcene
Migrates uplifted, and with all its ſoil
Alighting in far diſtant fields, finds out
A new poſſeſſor, and ſurvives the change.
Ocean has caught the frenzy, and upwrought
To an enormous and o'erbearing height,
Not by a mighty wind, but by that voice
Which winds and waves obey, invades the ſhore
Reſiſtleſs. Never ſuch a ſudden flood,
Upridg'd ſo high, and ſent on ſuch a charge,
Poſſeſs'd an inland ſcene. Where now the throng
That preſs'd the beach, and, haſty to depart,
Look'd to the ſea for ſafety? They are gone!
Gone with the refluent wave into the deep,
A Prince with half his people! .....

As our ſquadron entered the Straits of Meſſina ſeveral boats, with many of the principal people of that city and the neighbourhood, came off to us, who expreſſed their joy and ſatisfaction at ſeeing a Britiſh fleet, when they diſcovered the object of our purſuit, being apprehenſive that the next viſit of the French marauders, after the capture of Malta, was deſtined for their coaſt. From the Britiſh Conſul we learned that the iſlands of Malta and Goza had fallen into the hands of the French, by the treachery of the Grand Maſter and ſome of the Knights of Malta; who, forgetful of the ſolemn oaths, by which their order was bound to ſupport the independence of it, had contrived, by various means, to prevent any oppoſition being made by the garriſon: many of the batteries were totally unprovided with any means of defence, ſome of the cartridges were filled with ſand, and the ſhot too large for the guns; yet this conqueſt, as Buonaparte pompouſly ſtiles it, is boaſted of by the French, as one of their brilliant exploits. Here I cannot help obſerving, that the perfidious conduct of our enemy has recoiled upon his own head. Malta, poſſeſſing perhaps the fineſt harbour for its ſize, and certainly the ſtrongeſt fortifications in the world, has now fallen into our poſſeſſion, which otherwiſe never could have happened; as the well known juſtice and honour of our government would have forbidden any attack upon an unoffending ſtate, however weak and unprotected it might have been. But ſince the fortune of war has fairly brought this iſland under our dominion, I cannot avoid

expreſſing an ardent wiſh and hope, in which I am ſure of being joined by all who are acquainted with the value and importance of it, that whatever may be the claims and demands of our opponents when the terms of peace come under conſideration, we may ſtill retain this place. As long as we are poſſeſſed of the trident of the ſeas, and by that means enabled to throw in ſupplies of proviſions and ammunition, it cannot be taken from us: and ſince it affords at all times a commodious harbour for our ſhipping, and commands the entrance of the Archipelago, its importance to our commerce in theſe ſeas, is incalculable.

The paſſage of our fleet through the Straits of Meſſina muſt have afforded a grand ſpectacle to the multitudes who beheld it from the ſhore; who hailed our arrival with acclamations of joy and gratitude, which conveyed to our minds the higheſt gratification. To us the ſurrounding ſcenery was truly grand; the channel, narrow[d] at the entrance, widened as we proceeded, and opened a diſplay of pictureſque beauty that beggars all deſcription. The rapidity with which we were carried by the current and the wind, prevented any long inſpection of particular places; at the ſame time it rendered the change of objects more pleaſing and diverſified. On the left, the high mountains of Calabria, ſo lately ſhaken to their foundation by earthquakes, preſented objects of infinite variety; the town of Regio forms a

[d] The entrance of the Straits between the Coda de Volpe on the Calabrian ſhore, and the point or promontory of Pelorus in Sicily, is ſcarcely more than a mile over. At Meſſina the channel is four miles broad, and from thence it rapidly widens till it opens again into the Mediterranean.

very beautiful feature in the landſcape; it is ſituated at the baſe of the mountains, on the banks of a river which appeared to have owed its origin to one of thoſe concuſſions of nature that have often changed the face of the country.

On the right, the city of Meſſina, with its handſome buildings, adorned with ſpires and ſteeples, preſented a fine foreground to that ſide of the picture. Behind the town, on an eminence, is ſeen the caſtle, which, though it commands the harbour and town, is itſelf overlooked by high lands; from which it would ſoon be reduced by an invading army, that might eaſily gain thoſe heights.

The far-famed Charybdis is ſituated near the entrance of the harbour; and by ancient hiſtorians and poets we are told, that ſhips, ſucked into the vortex of the whirlpool, were in imminent danger from the violent commotion of the waters, by which the helm loſt its power, and the ſeamen's exertions were rendered vain, ſo that with the moſt favourable wind they could not gain the port. The noiſe occaſioned by the tumult of the waves, gave riſe to the fictions of poets, who likened it to a voracious monſter roaring for its prey; and by them the paſſage of theſe Straits has been deſcribed as the moſt dangerous adventure that mariners could undertake. In thoſe days we find, that ſhips were obliged to go as near as poſſible to the Calabrian ſhore, in order to avoid the whirlpool; and then they ran a hazard of being carried on the rock Scylla, and daſhed to pieces againſt its rugged ſides. From this circumſtance aroſe

the proverb, ‘ incidit in Scyllam, cupiens vitare Charybdim,’ applied to thoſe who, in their endeavour to avoid one danger, fall into another. But we found none of theſe difficulties. Perhaps the conſtant friction of the waters has worn away the rocks and ſhoals that obſtructed the paſſage, and given more ample room to the current, which, however, is now extremely rapid.

As we ſailed down the Straits our eyes were regaled with a view of flouriſhing corn-fields, vineyards, orchards, and plantations. Cultivation, though in ſome places neglected, in others was carried high up the ſide of the mountains, on the ſummits of which appeared towns or villages, with here and there detached houſes, churches, and convents. Towering over all, we beheld the majeſtic heights of Mount Ætna, whoſe ſummit, whitened with perpetual ſnows, was ſeen frequently above the clouds emitting volumes of ſmoke that ſometimes aſcended to a vaſt height; at others, came rolling down its ſides.

‘ Portus ab acceſſu ventorum immotus, et ingens
Ipſe; ſed horrificis juxta tonat Ætna ruinis,
Interdumque atram prorumpit ad æthera nubem,
Turbine fumantem piceo et candente favilla;
Adtollitque globos flammarum, et ſidera lambit:
Interdum ſcopulos, avulſaque viſcera montis

Erigit eructans, liquefactaque ſaxa ſub auras
Cum gemitu glomerat, fundoque exæſtuat imo.'[e]

ÆN. III. 570.

Having quitted this delightful ſcenery, we at length emerged into the main, and were ſteering with a preſs of ſail for Malta with a freſh breeze from the north-weſt, in full hope of finding the French fleet at Goza, where report ſaid they were anchored. On the 22d of June, at daylight in the morning, the Mutine ſpoke a Genoeſe brig from Malta, and received information from her, that the French had ſailed from thence on the 18th inſtant with a freſh gale from the north-weſt.

The Admiral now determined to ſail for Alexandria; though uncertain what courſe the enemy had taken, he judged that to to be their probable deſtination, and accordingly made the ſignal to bear up and ſteer ſouth-eaſt with all poſſible ſail.

Every mind now anxiouſly looked forward to the glorious conflict; but what would have been our feelings if we could then have foreſeen that the French fleet was to paſs us in the

[e] The port capacious, and ſecure from wind,
Is to the foot of thund'ring Ætna join'd.
By turns a pitchy cloud ſhe rolls on high;
By turns hot embers from her entrails fly;
And flakes of mounting flames, that lick the ſky.
Oft from her bowels maſſy rocks are thrown,
And ſhiver'd by the force, come piecemeal down.
Oft liquid lakes of burning ſulphur flow,
Fed from the fiery ſprings that boil below.' DRYDEN.

following night? Such, however, was the caſe, as we afterwards learned from conſulting and comparing the journals of French officers made priſoners in and after the action. It appears almoſt incredible that a fleet conſiſting of near four hundred ſail of various deſcriptions, ſhould croſs an adverſe fleet of fourteen ſail of the line, even in the darkeſt night, without ſome of them being diſcovered, yet ſo it was. We ſailed on in expectation that they had got the ſtart of us by ſeveral days, and they ſhaped their courſe acroſs our track, making a more northern tour by the iſland of Candia, wrapped in perfect ſecurity, and unconſcious that any adverſe fleet of force ſufficient to alarm them was at that moment in thoſe ſeas.[f]

We could form no certain opinion whither the enemy had ſhaped his courſe up the Adriatic, towards Conſtantinople, or to Alexandria; but one of theſe deſtinations, we were well aſſured, muſt be the object of his enterprize. In our paſſage to the coaſt of Egypt, we ſaw only three veſſels, which we ſpoke; two of them were from Alexandria, but could give us no account of the French fleet; and one from the Archipelago was equally unable to afford us the wiſhed-for intelligence. On the 28th of June, ſix days after we bore up, we came in ſight of the city of Alexandria, and, to our great diſappointment, ſaw nothing of the French fleet. Only one Turkiſh line-of-battle ſhip, with

[f] See the chart of the Mediterranean, in which I have given an accurate delineation of the track of the Britiſh and French fleets till they met off the Nile on the 1ſt of Auguſt.

ſome merchantmen of different nations, were in the two harbours.

When we arrived off the Pharos, or caſtle which guards the entrance of the eaſtern harbour, the Admiral diſpatched the Mutine towards the port for intelligence. Captain Hardy, after ſome delay, was permitted to land, and was conducted under a guard to the Governor, who expreſſed his ſurpriſe at ſeeing a Britiſh ſquadron, and ſeemed to feel ſome uneaſineſs at the viſit; but on being informed of the object of our purſuit, his alarm was increaſed, though he declared his determination to reſiſt the attempt of either power to land. The Admiral now experienced the greateſt degree of diſappointment at finding the enemy had eluded his purſuit, nor could he at the inſtant form any determinate reſolution what courſe he ſhould take, as their deſtination was totally enveloped in myſtery. His anxious mind would not, however, permit him to reſt long in the ſame ſtation, and he reſolved to ſhape his courſe back again, taking a northern direction, in hopes of hearing ſome tidings of the enemy.

On the 29th we ſtood to the N. E. with a freſh breeze from N. N. W. The Swiftſure was ordered, by ſignal, to chace a ſtrange ſail, which ſhe came up with in the afternoon, and found her to be a French merchantman of 144 tons burthen, in ballaſt, bound from Alexandria to Smyrna. After taking out the priſoners, four of whom, including the captain, were Frenchmen, the reſt of the crew Greeks and Italians, ſhe

was burnt by order of the Admiral, who was unwilling to be delayed by taking her with him. The wind in this part of the Mediterranean during the ſummer months generally blows from the weſtward, conſequently we now had to beat back, againſt a ſtrong breeze, which we did with all the ſail we could carry. On the 4th of July we made the coaſt of Natolia, near Cape Cheledonia; the ſame day the Mutine parted company. On the 5th, the Admiral made the ſignal to cloſe round him, many of the ſhips being greatly to leeward; for although the Vanguard had loſt her foremaſt, which ſhe had ſupplied with a jurymaſt, yet ſhe ſailed by far the beſt of the fleet. On the 7th, the Orion having parted company in the night, the fleet wore and ſtood to the northward, and towards the evening of the ſame day ſhe rejoined us. On the 9th, being off the ſouthern coaſt of the iſland of Candia, we had a view of Mount Ida, ſituated near the centre of the iſland. The weather had been exceſſively hot ever ſince we made the coaſt of Egypt, and now, though we were two degrees to the northward, the thermometer was as high as eighty-four.

On the 10th and 11th we were yet off the ſouth-weſt ſide of Candia, and ſaw the little iſland of Goza; the wind being ſtill againſt us we made but ſlow progreſs to the weſtward, and continued beating to windward till the 16th, when it became more favourable: our latitude obſerved this day was $35^{d}\,45^{m}$ N. Long. $20^{d}\,5^{m}$ E. of Greenwich. On the 18th, at ſix p. m.

we deſcried Mount Ætna, and by eight ſaw Cape Paſſero[5]. On the 19th of July the fleet ſtood towards Syracuſe, and the Admiral determined to enter the bay, being in great want of water, the Vanguard having had no opportunity of taking in a ſupply of that neceſſary article from the beginning of May, when ſhe ſailed from Gibraltar; ſeveral other ſhips of the fleet were nearly in the ſame ſituation. The entrance of the harbour is very narrow and difficult of acceſs, nor was any perſon of the fleet acquainted with it; but by the ſkill and attention of the captains and officers each ſhip got ſafe into the bay and anchored by three p. m. and without delay proceeded to take in water, though at firſt ſome difficulties preſented themſelves from the inconvenient ſituation of the watering places; however, by the laborious exertion of the officers and men employed on that ſervice, under the immediate direction of Captain Troubridge, the whole was completed in five days, and an ample ſupply of freſh beef and vegetables procured; articles of the higheſt importance to the health of ſeamen after a long voyage.

[5] Cape Paſſero formerly bore the name of Pachinus, and is thus celebrated by Virgil.

'Hinc altas cautes, projectaque ſaxa Pachyni
Radimus.' Æn. iii. 699.

'Then doubling Cape Pachynus, we ſurvey
The rocky ſhore extended to the ſea.' Dryden.

CHAPTER III.

" Sicanio prætenta sinu jacet insula contra
" Plemmyrium undosum; nomen dixere priores
" Ortygiam. Alpheum fama est huc Elidis amnem
" Occultas egisse vias subter mare: qui nunc
" Ore, Arethusa, tuo siculis confunditur undis." ÆN. iii. 692.

WHILE the ships were taking in water and live stock I took the opportunity of viewing the curiosities of Syracuse and its environs. But before I begin my account of what I saw on shore, I must say a few words of the Bay of Syracuse, in which the British fleet was anchored.

The form of this excellent harbour is nearly circular; the entrance, as I before observed, is very narrow, that without a tolerably fair wind it would be dangerous, if not impossible, for a large ship to beat in or out. But when once entered, it is so spacious that it would contain with ease an immense fleet; and, by being completely land-locked, ships may rest in perfect security during the heaviest gale, from whatever quarter it might blow.

Two small rivers disembogue themselves into this bay; that to which the boats of the Swiftsure proceeded on our arrival

was ſo choked with mud and weeds at the entrance that it was with conſiderable difficulty any of the boats could approach the ſhore, many of the larger kind grounded at ſome diſtance, and, to my miſhap, that in which I was: we were in conſequence obliged to wade to land with the water and mud up to our middles. The people now diſcovered another and worſe difficulty in their way: the fields on each ſide of the mouth of this river (I underſtand in ancient days it was called Anapus) produced a great abundance of hemp, which is ſteeped in the river as ſoon as cut, and there left to ſoak; this operation renders the water pernicious to the health, as well as horribly unpleaſant to the ſmell and taſte. The mode adopted to obviate this difficulty, was rolling the empty caſks through the fields to where the waters were uncontaminated; this was found to be beyond a bridge about a quarter of a mile up the river, and here they were ſoon filled and floated down to the boats. Another, and more convenient watering place, was ſoon diſcovered; it was ſituated near the town, and ſupplied by means of water courſes from an aqueduct ſome diſtance up the country. Here, by the able management and exertions of Captain Troubridge, the needful ſupplies were ſoon obtained. While he ſaw that the parties employed in filling the water-caſks did their duty, he alſo negociated with the people of the country for bullocks, ſheep, and other ſtock, which were ſoon brought down in great profuſion, and an ample ſtore of freſh proviſions ſupplied to all the ſhips of the fleet at a reaſonable price.

Capn Williams del!

T C Stadler sculp!

Landing-place at Syracuse.

In the afternoon, the landing place at the gate of the city was a ſcene of much gaiety and ſhow; the boats from the fleet pulling in towards the ſhore, the crowds that lined the ſtrand, the long range of carriages in which the principal nobility of the place came to view the Britiſh fleet, the gaudy liveries of their ſervants, with the variety of dreſſes which every where preſented themſelves in the appearance of the ſeveral orders of the people, formed ſo pleaſing an aſſemblage, that I was induced to make a drawing on the ſpot, which is annexed. On the left hand of the foreground is a baſtion of the fortification on the walls; and a little further on is ſeen the great gateway, from whence extends a length of wall which terminates in the fort commanding the entrance of the harbour.

The town which now exiſts, is built on what was formerly called the iſland of Ortygia. At the time when Syracuſe was reckoned one of the firſt cities of the world, it was only the citadel or caſtle of Dionyſius; but then contained many buildings of eminence. Now it exhibits a melancholy contraſt to its former grandeur, the ſtreets being in general meanly built, and ſo narrow that two carriages cannot paſs each other with ſafety; and the eye is offended at every turn, with the moſt deplorable objects of poverty, filth, and miſery. Among the moſt eminent buildings that adorned this quarter of the ancient city, was the Temple of Diana, of which I ſaw no remains; but of which, according to De-Non, a ſmall veſtige is

to be found in an obſcure houſe in a by-ſtreet called Reſalibra.

The Temple of Minerva owes its preſervation to Agio, the tenth biſhop of Syracuſe, who converted it into a cathedral, and ſo preſerved it from that deſtruction which many of the other temples of antiquity have experienced. Although the Corinthian front which now adorns the entrance does not coincide with the maſſive Doric pillars of the ancient building, yet the whole edifice has a noble appearance. The plate annexed preſents a ſide view of the Temple and the majeſtic marble columns ſupporting the roof. Theſe columns are fluted from top to bottom, and gradually increaſe in ſize towards the baſe. Originally they were open, and diſcovered a ſecond row of columns of the ſame order; but the ſpace between them has been built up to form the walls of the cathedral.

On entering the building our ears were ſaluted with the harmony of church-muſic; the rich melody of the organ filling the vaulted roof with its tones, and aided by the voices of the choir, formed an aſſemblage of ſolemn ſounds that, at the moment, raiſed our minds in rapture towards that Being whoſe praiſes were then chaunting.

No man, I believe, feels the impreſſions of devotion more ſtrongly than the ſeaman juſt landed from the perils of his dangerous occupation; his mind naturally raiſes itſelf in grateful acknowledgment towards that Power by whoſe protecting arm he has been preſerved.

Cooper Williams del.ᵗ

I.C.Stadler. sculp.

Temple of Minerva, Syracuse.

London Pub. by J. White, Fleet Street, 1801.

When the ſervice was ended, ſome of the clergy, in a friendly manner, offered to ſhew us the curioſities contained in their cathedral.

In an apartment behind the high altar, we found a good painting of the Crucifixion, by Urbino: in this room alſo is kept an agate cup of great antiquity, and very beautiful workmanſhip, ſuppoſed to be coeval with the Temple itſelf; but ſome of the monks, with more zeal than knowledge, had inlaid parts of it with legends of their ſaints. They produced alſo for our inſpection two maſſive gold rings that were many years ſince dug up among the ruins of the ancient city.

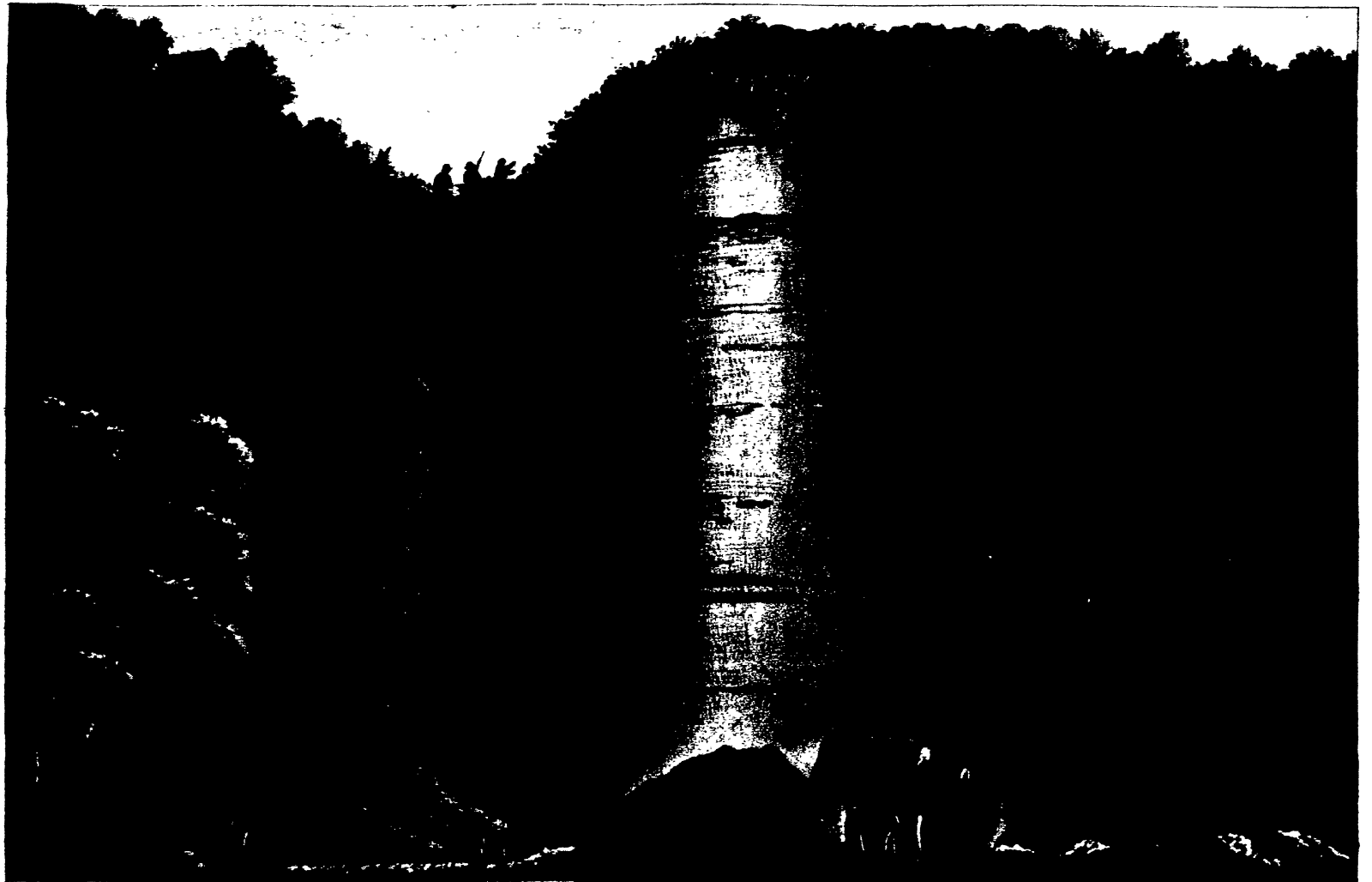
The fable of the river god Alpheus and the nymph Arethuſa, is well known to all claſſical ſcholars. Every man of taſte muſt remember, with particular delight, the tale as it is told by Ovid. The whole would be too long to copy here, but I cannot forbear extracting a few of the concluding lines, in which the nymph with ſuch exquiſite livelineſs deſcribes her own ſudden converſion to a ſtream.

Occupat obſeſſos ſudor mihi frigidus artus;
Cæruleæque cadunt toto de corpore guttæ.
Quaque pedem movi, manet lacus, èque capillis
Ros cadit: & citius, quam nunc tibi facta renarro,
In latices mutor. Sed enim cognoſcit amatas
Amnis aquas, poſitoque viri, quod ſumpſerat, ore,
Vertitur in proprias, ut ſe mihi miſceat, undas.

Delia rupit humum: cœciſque ego merſa cavernis
Advehor Ortygiam.'[i] OVID MET. lib. v. ver. 632.

Led by curioſity to ſee the place thus celebrated, we paid a viſit to what bears the name of the Fountain of Arethuſa; but, alas! found nothing to juſtify the eulogiums paid to it by various writers of antiquity: repeated earthquakes, after changing its ſituation, have deſtroyed its former beauty; the ſea has at times found its way through the riven rocks; the ſacred fiſh are no longer inhabitants of its pellucid waters. It now exhibits only the appearance of a dirty pool iſſuing from a hollow rock; the waters at ſome periods dry up; at others, are tainted by ſulphurcous effluvia. It is now uſed by the waſherwomen of the city, who, at this time, were employed in their occupation. Standing up to their waiſts in the water, they were beating the linen with flat boards upon the broken rocks which had tumbled into the pool. Neither the delicacy of the ladies, the beauty

[i] Cold dews at once my weary limbs appal,
And azure drops from all my body fall;
And where my foot was plac'd, a lake is ſpread,
And moiſtures trickle from my trembling head;
And quicker than these words, my perſon flows
Chang'd to a ſtream. The amorous river knows
The lovely current; inſtant lays aſide
His human figure; and begins to glide
Again in wat'ry waves, with mine to mix his tide.
Diana, ſtill my virgin charms to keep,
Cleaves the hard earth; and ſafe in caverns deep
To far Ortygia's ſhore my darkſome way I weep.



Cooper Williams del.

T.C. Sadler sculp.

Caverns near Syracuse

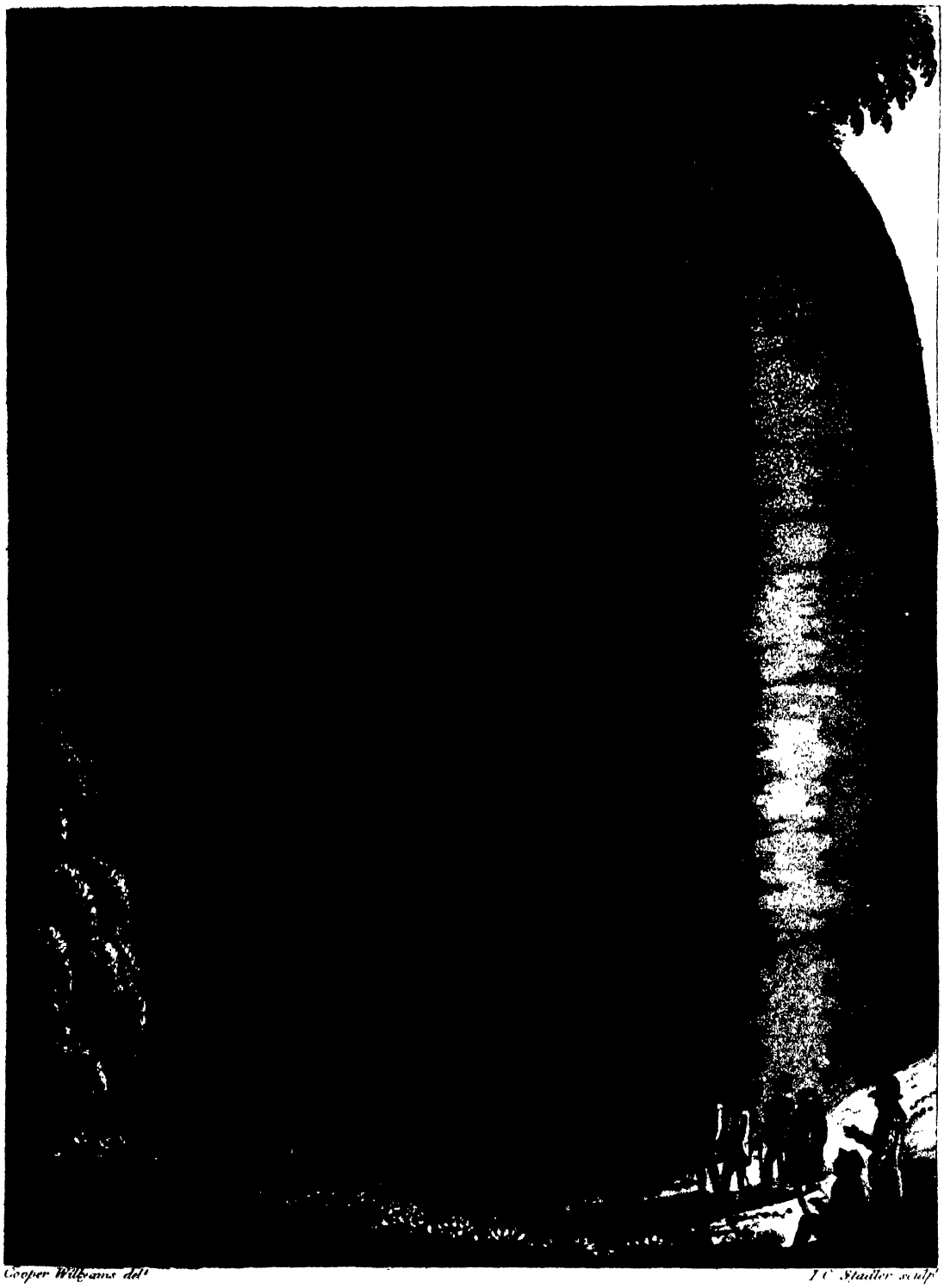
London Pub.d by J. White Fleet Street 1807

of the fountain, nor the elegance of the employment carried on there, recalled to our minds thoſe pleaſing images we had formed of it, and we quitted the place with diſguſt.

We next proceeded towards the land-gates, which are placed in the ſtrongeſt part of the fortifications. After paſſing through two handſome gateways, and over ſeveral broad and deep foſſes filled with water, we came to a large area that led us to the laſt gate, which is built in the outward walls of the fortification. Croſſing the drawbridge, we entered on the ſcite of that part of ancient Syracuſe called Achradina, of which not a veſtige remains. Proceeding through ſeveral highly cultivated gardens, well ſtored with vegetables, delightfully ſhaded by tall poplars, and watered by clear ſtreams from the neighbouring hills, we arrived at the celebrated Latomiæ, or caverns in which Dionyſius is ſaid to have confined his priſoners, and to have enjoyed their groans, by means of a chamber that communicated with one of them. How far this ſtory is to be relied on, I ſhall not pretend to ſay, but muſt refer the reader to thoſe hiſtorians who have made it their ſtudy, and whoſe leiſure and opportunity have enabled them to inveſtigate the matter. My buſineſs is to give the beſt deſcription I can of the place as it now is. The cavern known by the name of Dionyſius's ear, is ſuppoſed to have been the ſcene of that cruelty; and its ſhape certainly gives colour to the ſtory, being formed to convey ſound to a particular place. It is hewn out of the ſolid rock, into the form of a Gothic arch, eighteen feet wide by fifty-

eight high, and curved from the entrance to the end; throughout the upper part runs a groove which communicates with a ſmall chamber over the entrance, which muſt originally have been walled up to prevent the ſound eſcaping. In this chamber the tyrant, according to tradition, uſed to place himſelf to hear the diſcourſe of his priſoners who were chained to the walls of the cavern: and to give a colour to this idea, rings are diſcovered formed in the rock, to which poſſibly the hands and feet of the priſoners were faſtened with thongs. On the right, half-way the length of the cavern, is a large ſquare chamber, alſo hewn out of the rock, but for what purpoſe it was formed, except to enlarge the place allotted for priſoners, we could not gueſs; yet, as it muſt in ſome meaſure have deſtroyed the conveyance of ſound, the original purpoſe for which this cavern was formed, it may have been a work of later date. The further end of the cavern terminates abruptly, like the gable end of a houſe; but near the top are ſeen ſeveral holes in the wall, as if a chamber had been there, and up to it, in regular gradations, ſmaller holes, apparently for iron cramps to ſupport ſteps.

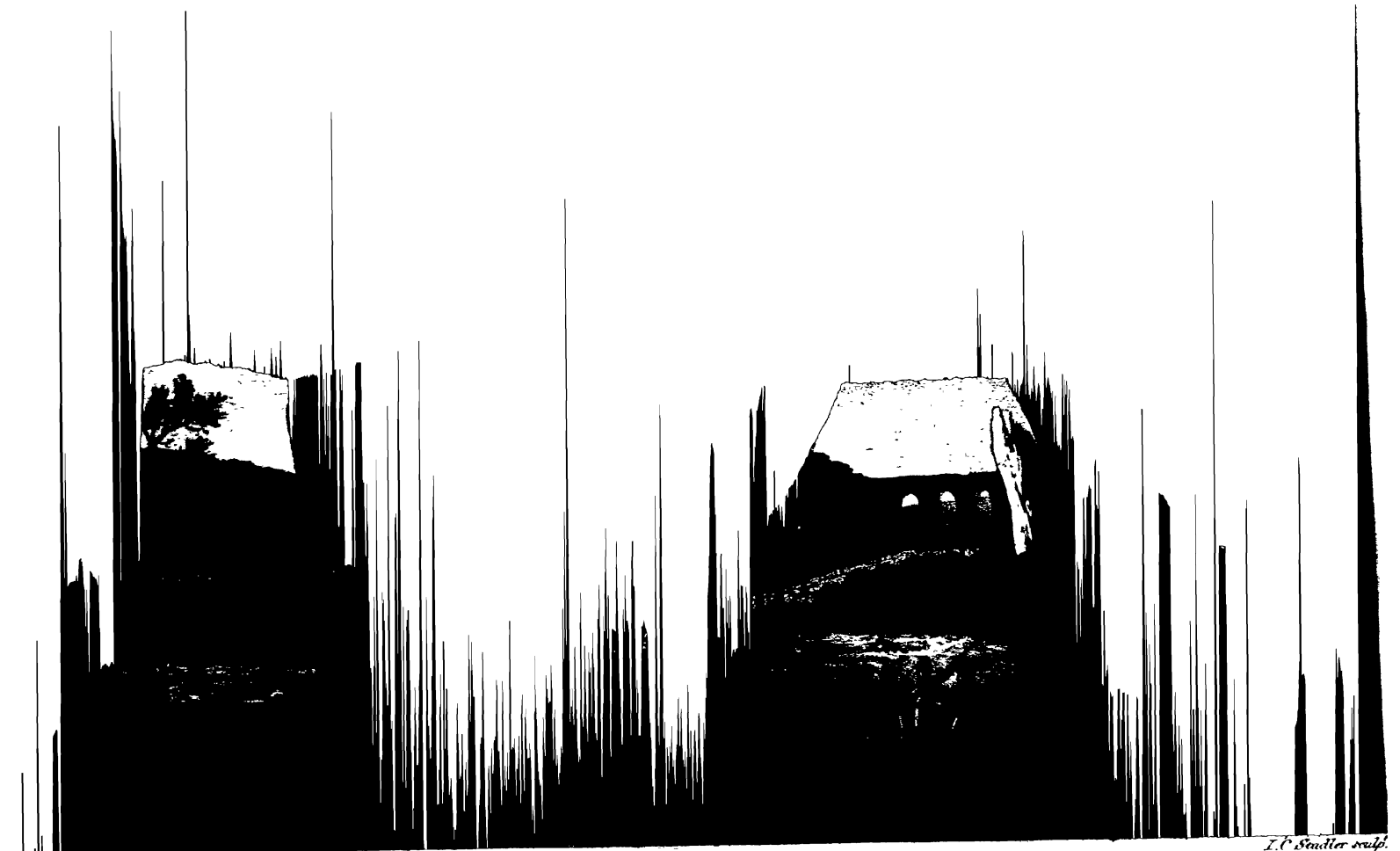
The dryneſs of this curious cavern, the effect of the echo, and the ſolemn appearance of the place, muſt render it a delightful retreat during the ſummer months, when the heat of the climate is inſufferable; but it does not appear that the Syracuſans have taſte enough to enjoy ſo romantic a ſpot. Near this cavern is another of a different form, being ſquare, flat at



Cooper Williams delt. J.C. Stadler sculp.

Entrance into Dionysius' Ear.

London Pub by J White Fleet Street. 1804



Cooper Wilkinson del.

J.C. Stadler sculp.

Inside of a Cavern near Syracuse.

London Pub.d by J White Fleet Street 1809

the upper part, and ſubdivided into ſeveral ſpacious chambers by rude pillars formed of the rock, out of which the cavern was excavated; a work that muſt have coſt infinite labour, and employed armies to accompliſh. In the ſpacious area before the entrance of the caverns, is an high white inſulated rock; on the top are the ruins of a building, perhaps a guard-houſe; and near are ſeen the remains of an ancient aqueduct. The rocks ſurrounding the area are ſo ſmooth, and ſo artfully project toward the ſummit, that to climb them would be impoſſible. Near the top appear the remains of an earthen-ware channel to convey water from the aqueduct to the caverns below. There is alſo another cavern in the ſame direction with the laſt-mentioned, but blackened with the ſmoke of furnaces uſed to extract the ſalt of nitre: it is of a ſimilar form, but of leſs dimenſions.

Near theſe caverns we diſcovered the remains of a bath, of an oblong form; the water within it perfectly clear, and of an icy coldneſs; from the top are ſuſpended large maſſes of petrified ſtalactites, which daily increaſe by water dripping from above. The approach to this place is hid among plants that have for ages been ſuffered to grow in wild luxuriance, and in feſtoons of various kinds overhang the entrance, forming a moſt romantic retreat.

We next viſited the remains of a Roman theatre hewn chiefly out of the rock: which, of courſe, has ſuffered little from the injuries of time, but all that was built on this foundation is deſtroyed. The ſituation is perfectly beautiful; the ſpectators

having a full view of the Bay, with the iſland of Ortygia, and the rich plains through which the Anapus winds, it even now preſents a moſt pictureſque appearance. The white ſteps are nearly hid by buſhes and flowery ſhrubs of various kinds, and the waters eſcaping from a reſervoir above, come tumbling down the rocks in broken torrents.

Being ſomewhat tired with our walk, we poſtponed making further reſearches till the next day, when we again, at an early hour, landed at the uſual place. Before we proceeded to explore the venerable remains of paſt ages, we determined to inſpect the more modern edifices that adorn the preſent city. The firſt place that we proceeded to was an open area, or piazza, in which are the principal buildings of the city: the annexed plate will give the reader a tolerably correct idea of it. On the right is the Biſhop's palace adjoining the cathedral, which I have before obſerved was built on the ruins of the Temple of Minerva. This view ſhews the elevation of the modern façade erected on the ſcite of the old portico. Hiſtory informs us, that on the ſummit of the ancient portico was ſuſpended a ſhining buckler which could be ſeen at a vaſt diſtance. No ſooner did the Syracuſan mariner loſe ſight of this taliſman, than he threw offerings of honey, flowers, and aſhes into the ſea to render Neptune and Minerva propitious to his voyage, and enſure his ſafe return. The modern front is perfectly incongruous with the reſt of the building; it is of the Corinthian order, and highly ornamented with Coloſſal ſtatues. The aſcent to it

Cooper Williams del.

I. C. Stadler sculp.

Grand Canal, at Syracuse

London Pub. by J. White, Fleet Street, 1801.

is by a noble flight of ſteps, on each ſide of which is a ſtatue of the two principal apoſtles, St. Peter and St. Paul, has a fine effect.

Beyond the cathedral is a handſome ſquare building appropriated to the adminiſtration of juſtice, oppoſite to which is the palace of the Baron de Boſci, a nobleman of large property and conſequence in this place.

We next paid our reſpects to ſome convents near the piazza. The firſt was dedicated to St. Lucia; where, over the high altar in the chapel, is a good painting, by Caravagi, of the martyrdom of the patroneſs. St. Lucia is repreſented as drawn by oxen to the place of execution; but, by a miracle, ſhe is rendered immoveable notwithſtanding the utmoſt exertion of the animals, who appear to ſtrain every nerve in vain. However the miracle ſeems to have no object, as a Saracen ſoldier comes behind her and cuts off her head.

The convent of Monte Virginis is appropriated to females of noble family only. As Engliſhmen, we could not but lament that ſo many lovely women ſhould, by ſuperſtition, be thus ſecluded from the world, which otherwiſe they might have contributed by their preſence to adorn, as by their ſocial virtues to have added to the general ſtock of domeſtic happineſs.

We now once more emerged into the country, and proceeded to a farm-houſe, where the mode of raiſing water attracted our attention. A number of earthen pots, connected by bands of

es, revolved round a wheel (in the manner of a jack-chain)

which was put in motion by an ox. As the pots fall into the well below, they fill, and come up to the turn of the wheel, where they empty themſelves into a trough connected with a large reſervoir; from whence the neighbouring gardens are refreſhed with conſtant ſtreams during the heats of ſummer, and by this contrivance are bleſſed with a perpetual fertility.

From hence we viſited the church of St John, eſteemed the oldeſt chriſtian church in Sicily. The pillars are of the heavieſt Gothic, and the walls covered with miſerable daubings. But our principal objects of reſearch were the catacombs, or burying places, of the ancient Syracuſans. We were conducted by an old Capuchin friar into theſe celebrated tombs, and were obliged at the entrance to creep in on our hands and knees, but we ſoon found it ſufficiently lofty. The ſtreets and alleys into which theſe vaults are cut, croſs each other in every direction, and had our guide extinguiſhed his torch, we muſt have remained in this diſmal abode till relieved by the hand of death, as it would be very difficult for a ſtranger to find his way out, even with a light; without it, impoſſible. At certain diſtances we came to large round chambers, whoſe dome-like roof admitted a ſmall portion of light and air from an aperture in the upper part. The walls of theſe rooms were covered with a ſort of ſtucco, and round them were placed in uniform directions a number of ſtone coffins like thoſe we ſaw on each ſide of the alleys. Theſe were excavated from the ſolid rock, and of various dimenſions; ſome appearing ſcarcely large enough

Garden and Monastery of the Capuchins near Syracuse.

for a new-born infant. We were informed that ſkeletons had been found in ſome of them with a piece of money in their jaws; perhaps to pay the ferryman of the Styx for their paſſage to the regions of Pluto.

The horrid idea of being, by any accident, left to ſtarve in this labyrinth of death[k], made us glad to quit it, filled with aſtoniſhment at its vaſt capacity. For though we walked through a great many ſtreets and alleys, on each ſide of which are arched tombs excavated from the rock, yet we alſo paſſed by the ends of many other paſſages which we did not penetrate, and could form no idea of the extent of, nor of the number of bodies the whole might be capable of containing.

We next proceeded to a monaſtery of Capuchins, ſituated on an eminence near the ſea. It is a neat and airy building, placed on a barren rock, without an appearance of any vegetation near it. But no ſooner had we paid our reſpects to the reverend fathers, than we were conducted by them into ſubterraneous gardens, where verdure and vegetation flouriſhed

[k] I have ſince been informed, that ſome time ago a gentleman and lady having gone to see the catacombs at Rome, ſoon after they had entered the gloomy caverns, the roof fell in and cloſed up the entrance. What agonizing sensations muſt they have endured on returning to the place through which they had hoped again to behold the light of day, to find it cloſed againſt them for ever! Some people who ſaw them enter, and were aware of the accident, gave the alarm; but thoſe employed to clear away the rubbiſh, fearful of being involved in the like misfortune, were ſo tardy in their operations, that by the time they had penetrated through the maſs, the unfortunate ſtrangers, with their guide, were diſcovered lifeleſs. It appeared that the latter had attempted to work a paſſage with his hands, but muſt ſoon have been convinced that his efforts were unavailing.

in the higheſt degree. The ſcene appeared like enchantment; nor could we at firſt deviſe the cauſe of it, till, on examination, we diſcovered that we were in the ſame ſort of excavations as thoſe of the Latomiæ we had before viſited. By labour and cultivation the ground, rendered rich and productive, is become a luxuriant orchard of orange, lemon, and olive trees. But Mr. Swinburne's deſcription of this place being far better than any I can hope to give, I ſhall take the liberty of uſing it. 'I deſcended by a ſlope into theſe extraordinary bowers, where my view was confined on all ſides by ſhaggy walls of great height, either purpoſely hewn into ſhape, or rudely figured by the corroſive ſea air. Huge maſſes have been broken off and rolled on the platform, where they contribute to the compoſition of a moſt wild, yet ſolemn picture. The area is covered with a thick grove of trees, loaded with rich ſcented bloſſoms and beautiful fruit; I was delighted with their variety of kinds, vigour of growth, and brilliancy of foliage; the ſlim branches of the pale olive were interwoven with the buſhy heads of orange, lemon, bergamot, and cedar trees; while the tender colour of the full blown almond formed a fine contraſt with the fiery buds of the pomegranate, juſt burſting into blow. The gardeners have ſkilfully increaſed the variety of their fruits by grafting and budding, and have procured a great diverſity in their taſte and colour. There are ſeveral ſepulchres in theſe quarries, and ſome projections of the ſtone have been ſcooped into rings, by which I conjecture, that after the place

Curious Cemetry under the Capuchin Monastery, near Syracuse.

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ceaſed to be uſed as a quarry, it was converted into a priſon.'

The undercroft or cemetery of this monaſtery contains as curious a ſcene as any we had yet witneſſed. We entered it by a flight of ſteps through a trap-door in the nave of the chapel, and found it as light as the place we had juſt left, having windows in the vaulted roof. But our attention was immediately called off from other matters to an aſſemblage of venerable perſonages arranged along the wall, in niches formed for the purpoſe: they were all dreſſed in the habit of St. Francis, and, at firſt ſight, had the appearance of life; but, on cloſe examination, their ſkin appeared dry, ſhrivelled, and as hard as wood; ſome of them had been dead for near two centuries; many of them were decorated with long flowing beards, others with none; whether fallen off by time, or the faſhion of the age they lived in, I cannot ſay: the monks of the preſent day being diſtinguiſhed by a profuſion of that ornament. Beſides the bodies of the monks, we ſaw thoſe of the nobility and gentry who could afford the expence of this mode of ſepulture; for the worthy monks do not permit the intruſion of unhallowed laity into their ſociety without receiving, beſides the entrance fee, a handſome yearly compenſation for it, which is paid in various ways. Some contribute annually a wax candle of many pounds weight; and ſhould any omiſſion of the payment occur, the unfortunate anceſtor of the defaulter is turned out of his place to make room for another. Theſe ſtrangers

are generally habited in their beſt ſuits, and are laid in boxes with lids faſtened by locks, which were opened for our inſpection: ſome of them had bag-wigs, ruffles, and laced coats, and preſented a very frightful ſatire on human vanity. No ladies are admitted of this ſilent party. The ornaments of this ſolemn repoſitory are entirely appropriate; round the cornices, and over the altar, which has a crucifix on it, are ſculls and croſs bones, and over the entrance to the chapel this motto, 'Commune mori, mors nulli parcit honori.'

On our return to Syracuſe, we paſſed over the rough foundations of part of the ancient city, ſome of which we could perceive extend ſome yards into the ſea. It was at this place Archimedes had his reſidence, from whence he annoyed the Roman fleet by the ingenuity of his inventions.[1]

[1] In Heylyn's Coſmography I find the following ſhort account of celebrated and learned men, who in former times adorned the iſland of Sicily, which, I think, will be acceptable to the reader, and ſhall therefore preſent it in his own words: 'This iſland is famous for the worthy ſcholars ſhe once produced; 1ſt, Æſchylus, the firſt tragedian of fame; who being bald through age, once walked into the fields, where, by chance, an eagle taking his bald pate for a white rock, let a ſhell-fiſh fall on it of that bigneſs that it beat out his brains. 2d, Diodorus Siculus, that famous hiſtorian. 3d, Empedocles, the firſt inventor of rhetoric; and his fellow Gorgias. 4th, Euclid, the textuary geometrician, who taught in Megaris. 5th, Archimedes, a moſt worthy mathematician, the firſt author of the ſphere; of which inſtrument he made one of that art and bigneſs, that one ſtanding within, might eaſily perceive the ſeveral motions of every celeſtial orb. He made alſo divers military engines, which, in the ſiege of Syracuſe, ſorely vexed the Romans, and was at laſt ſlain in his ſtudy by a common ſoldier, in the ſack of the town, to the great grief of the general, Marcellus. 6th, Epicharmus, the firſt inventor of comedies; and 7th, Theocritus, the firſt author of paſtoral eclogues.'

CHAPTER IV.

Felices ..... quos ille timorum
Maximus, haud urget leti metus; inde ruendi
In ferrum mens prona viris, animæque capaces
Mortis: & ignavum redituræ parcere vitæ. LUCAN, lib. i. v. 459.

DURING the time our fleet was in the Bay of Syracuſe, Admiral Nelſon was impatiently expecting ſome intelligence of the route of the enemy. From neutral veſſels that occaſionally entered the port he could gain no certain information: but a vague report reached him, that the enemy were not in the Adriatic, had not been ſeen in the Archipelago, and were certainly not gone to the weſtward. From hence he judged that Egypt muſt be their deſtination: and though it appeared extraordinary that in our voyage to Alexandria and back to Syracuſe, we had neither ſeen or heard of them; yet, in his own mind, he was confident that Egypt was their object, and he once more determined to proceed thither.

That we did paſs by the French fleet in our former voyage to Alexandria, has been aſcertained to have happened between the 22d and 23d of June.[m] To account for this circumſtance

[m] See the chart.

I ſhall obſerve, that the French ſteered their courſe for Candia, making an angular paſſage to Alexandria: we, on the contrary, made a direct puſh for that place; and though it happened at what is generally underſtood to be the narrow part of theſe ſeas, yet the diſtance of thirty-five leagues between Candia and the ſhores of Africa, affords ample room for two of the largeſt fleets to paſs each other without obſervation. But when it is conſidered that by the inferiority of our numbers we were conſtrained to ſail in a compact body, that we had no frigates to look out, and that the hazy atmoſphere in this climate precluded a diſtant view, the ſurpriſe will vaniſh.

That this circumſtance ſhould occur, will to a ſeaman appear not an extraordinary matter.

The cauſe why, on our return *from* Alexandria, we miſſed them will be eaſily underſtood by referring to the chart, in which I have marked down the tracks of the hoſtile fleets. It will there be ſeen that we made a circuitous route northward at the time the French fleet bore down to Alexandria in a direct line from Candia. We have ſince been informed that on the evening of the 30th of June, the French appeared off the coaſt of Egypt, and early in the morning of the ſame day our fleet was ſeen from the towers of Alexandria. If we had remained only a few hours longer on the coaſt we muſt have fallen in with them previous to their landing. But Providence ordered it otherwiſe. And from ſubſequent events we have every reaſon to believe that our ſucceſs has been more com-

plete, and the final deſtruction of their vaſt armament been rendered more deciſive than if our own ſanguine wiſhes had taken effect. But as this is mere matter of ſpeculation and conjecture, we ought to reſt ſatisfied with the event, and agree with the poet, that 'whatever is, is right.'

On the 24th of July ſeveral ſhips of the fleet left the Bay of Syracuſe; and the next day the reſt of the ſquadron ſailed from thence, having completed their water, and obtained a plentiful ſupply of live ſtock and vegetables, all which was performed in five days.

To render his ſecond voyage to the ſhores of Egypt more certain, and that no opportunity of gaining intelligence might be loſt, the Admiral determined to coaſt along the extremity of the Archipelago, among the Grecian iſlands. He accordingly made ſail for the Morea; and on the 28th, being off Cape Gallo, diſpatched the Culloden to Coron. Captain Troubridge communicated with the Turkiſh Governor, and ſo far gained his good opinion that he was allowed to take poſſeſſion of a French wine-veſſel at anchor in that port, and we ſoon had the pleaſure of ſeeing him come out with his prize. He alſo brought us the certain intelligence, that the French fleet had been ſeen ſteering from Candia to the ſouth-eaſt about a month before.

Captain Troubridge had the ſatisfaction to obſerve, during his ſhort viſit to the Governor, that a general hatred and deteſtation was entertained of the French; their conduct towards

the unfortunate inhabitants of the places, of which they had taken poſſeſſion in their predatory warfare, having raiſed the utmoſt horror and dread in thoſe who expected a viſit from them.

We now ſteered to the ſouth-eaſt, our hearts elate with the expectation of having our toils rewarded by a ſight of the enemy.

For let not thoſe who, unaccuſtomed to danger, form the moſt terrific ideas of it, imagine that the hazard of the fight is the predominant apprehenſion in the minds of men about to be engaged. I believe I may with great truth aſſert, that courage, on theſe occaſions, ſpreads like wildfire through all ranks. Our commanders in this glorious expedition afforded ſuch great examples, that his muſt have been indeed a daſtardly ſpirit that did not participate in the generous impulſe!

On the 29th a freſh breeze and high ſea bore us rapidly from the coaſt of Candia; and on the 31ſt the captains of the fleet were on board the Vanguard to take the Admiral's laſt inſtructions: and how well they profited by them will ſoon appear! In the evening of the ſame day the Alexander and Swiftſure were ordered a-head to reconnoitre. About ten o'clock the next morning, being the 1ſt of Auguſt, the towers of Alexandria, the Pharos, and the far-famed pillar of Pompey, cheered our ſight; and with ſatisfaction we obſerved the altered appearance of the port from what it was when laſt we viſited it; then unpeopled, and ſolitary, now crowded with veſſels, and

the French flag diſplayed on the walls. As we drew nearer, however, we were much mortified to find that the men of war, we expected to meet with, were not there: we counted ſix ſhips of war, of various ſizes; the reſt conſiſted of tranſports and merchant veſſels in which the French troops had embarked at Toulon. Captain Ball, by ſignal, informed the Admiral of the number and ſituation of the enemy, and then hailed the Swiftſure, directing Captain Hallowell to bear down towards a large armed brig and galley at anchor off the mouth of the old harbour, and either bring them off, or drive them aſhore. But we were ſoon recalled by ſignal from the Admiral, who was in the offing; and we ſtood towards the body of the fleet, which was ſteering eaſtward under a preſs of ſail. That we were thus called off was a moſt fortunate event: we have ſince diſcovered that the galley and the brig had anchored behind a reef of rocks extending from the entrance of the old harbour. But for this ſeaſonable recall, we muſt in a few minutes have ſtruck on it; and if not loſt, ſhould have been rendered uſeleſs at a time when moſt wanted.

At a quarter paſt three p. m. the Admiral made the ſignal ‘ to prepare for battle,’ and we (in the Alexander and Swiftſure) had not bore up more than an hour, before we alſo deſcried the French fleet at anchor, in a line of battle, in the Bay of Aboukir. Towards them we ſtood with the enthuſiaſtic ardour of men bent on conqueſt, and who knew there could be no alternative between that and death. By ſtanding ſo far in

towards Alexandria, we were left far aſtern. This was at firſt regarded as a moſt unfortunate event, but we had reaſon to think otherwiſe. At four p. m. the Admiral made the ſignal to prepare to anchor with ſprings on the cable, and that it was his intention to engage the van and centre of the enemy. At five the Alexander made a ſignal to the Swiftſure, that of ſtanding into danger; and immediately tacked. Captain Hallowell luffed up to avoid the danger, and we had the mortification to perceive that the Culloden was aground on a reef of hidden rocks. Theſe rocks extend a conſiderable way from the iſland which forms the north-weſt point of the Bay of Aboukir. In his eager deſire to gain a forward ſtation in the glorious conteſt, the gallant[n] commander had with crowded ſail borne down towards the enemy. No one in the fleet had the leaſt knowledge of the bay; nor was any known chart of it exiſting, except an ill drawn plan found on board the veſſel captured on the 29th June, which had been preſented to the Admiral, but from that nothing certain could be made out. Captain

[n] Captain Troubridge has paſſed almoſt the whole of his time in active ſervice, and has had occaſion repeatedly to diſtinguiſh himſelf for that zeal and intrepidity which has ſo juſtly raiſed the naval character.

On that ever memorable day, when a fleet of only fifteen Britiſh ſail of the line attacked and conquered twenty-ſeven ſail of Spaniſh men of war of the largeſt ſize, bearing away four of their ſhips as trophies of the victory gained by Sir John Jervis off Cape St. Vincent, Captain Troubridge, in the Culloden, had the diſtinguiſhed honour to lead the van into battle. Now, when his ardent mind had pictured to himſelf freſh laurels to be won in defence and ſupport of the honour of his country, to find all his proſpects blaſted! Not only unable to gain a forward ſtation, he was totally rendered incapable of lending any aid to his gallant countrymen, and obliged to remain an inactive ſpectator of a conteſt in which he had hoped to have borne a diſtinguiſhed part! His feelings were ſuch as only a brave man, by imagining himſelf expoſed to a ſimilar diſaſter, can form any idea of.

Troubridge had kept conſtantly ſounding as he proceeded, and, juſt before he ſtruck, had found ten fathoms of water: before the lead could again be hove, the Culloden was faſt aground on the rocks. Warned by his diſaſter, ſeveral other ſhips, ſtanding into the ſame danger, were preſerved from a ſimilar fate. The evening was now cloſing in, the bay quite unknown, and the enemy ready to receive us, drawn up in a cloſe line from north-eaſt to ſouth-weſt, forming an obtuſe angle at the centre.[o]

Here true heroiſm was diſplayed in the prompt deciſion of Admiral Nelſon. When his ſquadron was well collected round him,[p] he determined without loſs of time to attack the foe, formidable as their appearance was; ſuperior their number, weight of metal, and ſize; night coming on; and an unknown navigation. Surely too much cannot be ſaid of ſuch magnanimity! His honour, character, and life, were to be put to the deciſion of the enterpriſe; for it was well known that conqueſt or death was his determined object.

His reſolution was inſtantly formed, and his intentions made known to the fleet by the ſignal ‘ for the headmoſt ſhip to bear down and engage, as ſhe reached the van of the enemy; the next ſhip to paſs by and engage the ſecond ſhip of the line; and ſo on.’ With alacrity was this ſignal obeyed: the

[o] See the plan of the action.

[p] Except the Alexander and Swiftſure, who were under a preſs of ſail making the beſt of their way to join.

ſure preſage of victory ſat on the brow of every Briton, and a general ardour pervaded all ranks. The commanders, with that courage which diſtinguiſhes men inured to danger, ſaw the hazard of the conteſt and prepared to meet it: their ſhips were trained to every exerciſe of arms; all means of preſervation from fire, leaks, and other caſualties, were arranged in order; a bower cable was got out of the after part of each ſhip and bent forwards, that ſhe might anchor by the ſtern; the dreadful engines of deſtruction ready primed and doubly loaded; the men at their quarters waiting in ſilent expectation the orders of their ſuperiors; the officers reſpectfully looking towards their captains, and waiting with firmneſs the awful moment. The enemy's line preſented a moſt formidable appearance: it was anchored in cloſe order, and apparently near the ſhore; flanked with gun-boats, mortar veſſels, and four large frigates; with a battery of guns and mortars, on an iſland near which we muſt paſs. This poſture gave the moſt decided advantage to the French, whoſe well known perfection and ſkill in the uſe of artillery, has ſo often ſecured to them ſplendid victories on ſhore: to that they were now to look for ſucceſs; for each ſhip being at anchor, became a fixed battery.

The Britiſh Admiral, who ſaw all the advantages the enemy poſſeſſed, but ſaw them with a ſeaman's eye, knew that they muſt have room to ſwing the length of their cables; and, conſequently, that there would be ſpace enough for our ſhips to anchor between them and the ſhore.

The Goliath,[q] commanded by Captain Foley, had the diſtinguiſhed honour to lead the fleet into battle. The water was ſmooth, and a pleaſant fine breeze ſoon brought him within reach of the guns of the enemy. By a quarter paſt ſix p. m. the French commenced the engagement; in two minutes he returned their fire, and then doubled their line and anchored alongſide of the ſecond ſhip in the van.

Captain Hood,[r] in the Zealous, followed cloſe and took his ſtation on the bows of the Guerrier with great judgment; and in twelve minutes the Guerrier was totally diſmaſted. The

[q] Captain Foley has again fought under Lord Nelſon, who hoiſted his flag on board his ſhip, the Elephant, in the late daring attack and victory off Copenhagen. At the capture of the iſland of Corſica, Captain Foley commanded the St. George of 98 guns, the flag ſhip of Rear-Amiral Gell. In Lord St. Vincent's victory over the Spaniards, he alſo bore a diſtinguiſhed part, as he commanded the Britannia of 100 guns, which ſhip bore the flag of Vice-Admiral Sir Charles Thompſon.

[r] Captain Hood had been hailed by the Admiral to know if he thought there was ſufficient depth of water for our ſhips between the enemy and the ſhore; Captain Hood ſaid he did not know, but, with the Admiral's permiſſion, he would lead in and try. The Goliath, however, being the faſteſt ſailer, and having the ſtart, firſt gained the poſt of honour.

The following anecdote is ſo highly characteriſtic, that I muſt beg leave to mention it. At the time of the evacuation of Toulon, Captain Hood commanded the Juno frigate on that ſtation: previous to that event, he had ſailed on a cruize. When he returned to port, unconſcious of what had happened in his abſence, he ſailed into the harbour and anchored without being aware of his dilemma. The evening was hazy, with heavy rains; no colours were diſplayed on the batteries, or if they were, they were not viſible, or were Engliſh. A boat came alongſide; ſeveral Frenchmen of the new municipality came on board: they were aſked for news, and perceiving the miſtake that ſtill reigned, they converſed with him as if they belonged to the Britiſh government. By good fortune the tricolour cockade in the hat of one of them caught his eye, and he ſaw the treacherous tendency of their viſit. On this, with great preſence of mind, having ſet before them ſome refreſhments, he went on deck and communicated to the officers and crew the ſituation of the ſhip; gave orders to ſlip the cable, and make all poſſible exertion to ſail out of the harbour. This he effected in defiance of a heavy cannonade from the fort and batteries as he paſſed, and ſoon after joined the fleet under the command of Lord Hood, with the welcome account of his adventure and fortunate eſcape.

Goliath, who had, as I before obſerved, anchored alongſide of the Conquerant, ſhot away her opponent's maſts in ten minutes after. The third ſhip that doubled the van of the French line was the Orion, commanded by Sir James Saumarez.[s] A frigate, La Sirrieuſe, fired upon him as he paſſed, and Sir James ordered a few guns to be pointed at her; a broadſide, however, was diſcharged, and the frigate inſtantly ſunk. He then proceeded and took his ſtation on the larboard bow of the Franklin and quarter of the Peuple Souvrain, receiving and returning the fire of both. The Audacious, commanded by Captain Gould,[t] next followed, and dropped anchor on the bows of the Conquerant, where he commenced a ſpirited and galling fire. Captain Millar, in the Theſeus, was the laſt that anchored between the French line and the ſhore. Paſſing between the Guerrier and Zealous, he could not reſiſt the opportunity which offered, as he bruſhed the Frenchman's ſides, of pouring in an effective broadſide: he then took his ſtation on the larboard ſide of the Spartiate. The Vanguard, diſtinguiſhed by the flag of Admiral Nelſon, now entered the battle. Aware of the impoſſibility of the rear of the enemy (being to leeward) coming

[s] This officer has had the good fortune, repeatedly, to diſtinguiſh himſelf. Early in this war, he commanded the Circe of 36 guns. Being on a cruiſe off Cherbourg, he fell in with the Creſcent, French frigate. After a cloſe action of more than two hours, during which the enemy loſt 120 men, killed and wounded, he captured her without the loſs of one man in his own ſhip. For this gallant action he received the honour of knighthood. He commanded the Orion in Lord Bridport's action off Port l'Orient, 3d June 1795. And in Lord St. Vincent's unrivalled victory over the Spaniards, he alſo, in the ſame ſhip, had a ſhare in the glory of that day. On June 6th, 1801, he was made a Baronet.

[t] At the capture of the iſland of Corſica he commanded the Cyclops frigate, of 28 guns.

to the aſſiſtance of their van, he determined to redouble his efforts to conquer one part before he attacked the reſt. In purſuance of that reſolution, he himſelf ſet the example to the reſt of his fleet, and anchored withoutſide of the enemy's line, who were, in conſequence, completely between two fires. The Vanguard anchored within half-piſtol-ſhot on the larboard ſide of the Spartiate, and began ſuch a ſevere and well directed fire, that, totally diſmaſted, and having loſt a great number of her crew, the Frenchman was obliged to call for quarter, which was immediately granted. Captain Louis,[a] in the Minotaur, anchored next ahead of the Admiral, and engaged the Aquilon, which was alſo obliged to ſtrike to his ſuperior fire. The Bellerophon, commanded by Captain Darby, now entered the conflict, and running down the line, dropped anchor alongſide of l'Orient of 120 guns, bearing the flag of the French commander in chief, Admiral Brueyes. The Defence, Captain Peyton, followed cloſe, and took his ſtation, with great judgment, ahead of the Minotaur, by which the line remained unbroken; he engaged the Franklin of 80 guns on the ſtarboard bow. This ſhip bore the flag of Contre-Admiral Blanquet Du Chelard, ſecond in command. The Majeſtic, commanded by Captain Weſtcott, next came into action, and cloſely engaged the Heureux on the ſtarboard bow, receiving alſo the fire of the Tonnant, an 80 gun ſhip, next aſtern of l'Orient. The ſupe-

[a] He commanded this ſhip alſo at the recapture of the iſland of St. Lucia in the Weſt Indies, in 1796.

rior weight of metal pouring in from theſe two ſhips, ſoon made dreadful havoc in the Majeſtic. Captain Weſtcott[x] fell by a muſket ſhot at the time he was exerting himſelf with great gallantry to counteract the advantages poſſeſſed by the enemy in ſize and number, by the energy and vivacity of his fire. Mr. Cuthbert, the firſt lieutenant, continued to ſupport the unequal conflict with determined courage and reſolution. The Alexander and Swiftſure now came in for their ſhare of glory. Having been (as I before obſerved) prevented aſſiſting at the commencement of the battle, by bearing down to reconnoitre Alexandria, and afterwards being obliged to alter their courſe to avoid the ſhoal that had proved ſo fatal to the Culloden, it was eight o'clock before they came into action, and total darkneſs had enveloped the combatants for ſome time, which was diſpelled only by the frequent flaſhes from their guns; the volumes of ſmoke now rolling down the line from the fierce fire of thoſe engaged to windward, rendered it extremely difficult for the reſt of the Britiſh ſhips who came in laſt to take their ſtation: it was ſcarcely poſſible to diſtinguiſh friend from foe. To remedy this evil, Admiral Nelſon directed his fleet to hoiſt four lights horizontally at the mizen-peak as ſoon as it was dark. The Swiftſure was bearing down under a preſs of ſail, and had already got within range of the enemy's guns, when Captain Hallowell perceived a ſhip ſtand-

[x] In Lord Howe's action with the French fleet on the 1ſt June 1794, Captain Weſtcott commanded the Impregnable of 98 guns, the flag ſhip of Rear-Admiral Caldwell.

ing out of action under her foreſail and foretopſail, having no lights diſplayed. Suppoſing that ſhe was an enemy, he felt inclined to fire into her; but as that would have broken the plan[r] he had laid down for his conduct, he deſiſted: and happy it was that he did ſo; for we afterwards found the ſhip in queſtion was the Bellerophon,[s] which had ſuſtained ſuch ſerious damage from the overwhelming fire of the French Admiral's enormous ſhip l'Orient, that Captain Darby found it was neceſſary for him to fall out of action, himſelf being wounded, two lieutenants killed, and near two hundred men killed and wounded. His remaining maſt falling ſoon after, and in its fall killing ſeveral officers and men, (among the former was another of his lieutenants,) he was never able to regain his ſtation. At three minutes paſt eight o'clock the Swiftſure anchored, taking the place that had before been occupied by the Bellerophon; and two minutes after began a ſteady and well directed fire on

[r] Captain Hallowell being aware of the difficulty of breaking men off from their guns when once they have begun to uſe them, determined not to ſuffer a ſhot to be fired on board the Swiftſure till the ſails were all clued up and the ſhip anchored in her ſtation. As the Britiſh fleet bore down towards the ſcene of action, they were firſt ſaluted by a ſhower of ſhot and ſhells from two batteries on the iſland, and were then obliged to receive the whole fire from the broadſides of the French line full into their bows. The men being employed aloft in furling ſails, and below hauling the braces, ranging the cables, and preparing every thing for placing the ſhips in the beſt ſituation at anchor, it is a providential circumſtance that greater ſlaughter was not the conſequence; eſpecially, as it is but juſtice to obſerve, that the French received us with cool deliberate courage, and did not open their fire till we were within half-gun-ſhot diſtance of them, when both ſides hoiſted their colours. A ſhot ſtriking the larboard bow of the Swiftſure ſeveral feet below the water mark, was a conſiderable annoyance; the chain-pumps were obliged to be kept conſtantly at work, nor could the leak be kept completely under; ſhe had four feet water in the hold from the commencement to the end of the action.

[s] The lights which had been hoiſted, muſt have gone overboard when the mizen-maſt fell.

the quarter of the Franklin and bows of l'Orient. At the ſame inſtant the Alexander paſſed under the ſtern of the French Admiral and anchored withinſide on his larboard quarter, raking him, and keeping up a ſevere fire of muſketry on his decks. The laſt ſhip which entered the bloody conflict was the Leander. Captain Thompſon bore up to the Culloden on ſeeing her ſtrike, that he might afford any aſſiſtance in his power to get her off from her unfortunate ſituation, but finding that nothing could be done, and unwilling that his ſervices ſhould be loſt where they could be moſt effective, he made ſail for the ſcene of action, and took his ſtation with great judgment athwart hawſe* of the Franklin; by which manœuvre he was enabled to do conſiderable damage to the enemy without expoſing his own ſhip to the greateſt danger. In the van, four of the French ſhips had already ſtruck their colours to the Britiſh flag. The battle now raged chiefly in the centre. The Franklin, l'Orient, Tonnant, and Heureux, were in hot action, making every exertion to recover the glory that had been loſt by their comrades. At three minutes paſt nine o'clock a fire was obſerved to have broken out in the cabin of l'Orient; to that point Captain Hallowell ordered as many guns as could be ſpared from firing on the Franklin to be directed; and, at the ſame time, that Captain Allen of marines, ſhould throw in the whole fire of his muſketry into the enemy's quarter, while the Alexander on the

* A ſea term, meaning acroſs the headmoſt part of a ſhip as ſhe lies at anchor.

other ſide was keeping up an inceſſant ſhower of ſhot to the ſame point. The conflagration now began to rage with dreadful fury: ſtill the French Admiral ſuſtained the honour of his flag with heroic firmneſs; but at length a period was put to his exertions by a cannon ball, which cut him aſunder: he had before received three deſperate wounds, one on the head, two in his body, but could not be prevailed on to quit his ſtation on the arm-cheſt. His Captain, Caſa Bianca, fell by his ſide. Several of the officers and men ſeeing the impracticability of extinguiſhing the fire, which had now extended itſelf along the upper decks, and was flaming up the maſts, jumped overboard; ſome ſupporting themſelves on ſpars and pieces of wreck, others ſwimming with all their might to eſcape the dreaded cataſtrophe. Shot flying in all directions, daſhed many of them to pieces; others were picked up by the boats of the fleet, or dragged into the lower ports, of the neareſt ſhips: the Britiſh ſailors humanely ſtretched forth their hands to ſave a fallen enemy, though the battle at that moment raged with uncontrolled fury. The Swiftſure, that was anchored within half-piſtol-ſhot of the larboard bow of l'Orient, ſaved the lives of the commiſſary, firſt lieutenant, and ten men, who were drawn out of the water into the lower deck ports during the hotteſt part of the action. The ſituation of the Alexander and Swiftſure was perilous in the extreme. The expected exploſion of ſuch a ſhip as l'Orient, was to be dreaded as involving all around in certain deſtruction. Captain Hallowell, however,

determined not to move from his devoted ſtation, though repeatedly urged to do ſo. He perceived the advantage he poſſeſſed of being to windward of the burning ſhip. Captain Ball was not ſo fortunate; he twice had the mortification to perceive that the fire of the enemy had communicated to his own ſhip. He was obliged therefore to change his birth and move a little further off.

Admiral Nelſon, who had received a very ſevere wound on his head, and was obliged to be carried off the deck, was informed by Captain Berry of the ſituation of the enemy. Forgetting his own ſufferings, he haſtened on deck, impelled by the pureſt humanity, and gave directions that every exertion ſhould be made to ſave as many lives as poſſible. All the boats of the Vanguard, and of the neareſt ſhips that could ſwim, were ſent on this ſervice, and above ſeventy Frenchmen were ſaved by the exertion of thoſe ſo lately employed in their deſtruction. The van of our fleet having finiſhed for the preſent their part in the glorious ſtruggle, had now a fine view of the two lines illumined by the flames of the ill-fated foe; the colours of the contending powers being plainly diſtinguiſhed. The moon, which had riſen, oppoſing her cold light to the warm glow of the fire beneath, added to the grand and ſolemn picture. The flames had by this time made ſuch progreſs that an exploſion was inſtantly expected, yet the enemy on the lower deck, either inſenſible of the danger that ſurrounded them, or im-

pelled by the laſt paroxyſms of deſpair and vengeance, continued to fire upon us.

At thirty-ſeven minutes paſt nine the fatal exploſion happened. The fire communicated to the magazine, and l'Orient blew up with a craſhing ſound that deafened all around her. The tremulous motion, felt to the very bottom of each ſhip, was like that of an earthquake; the fragments were driven ſuch a vaſt height into the air that ſome moments elapſed before they could deſcend, and then the greateſt apprehenſion was formed from the volumes of burning matter which threatened to fall on the decks and rigging of the ſurrounding ſhips.

Fortunately, however, no material damage occurred. A port-fire fell into the main-royal of the Alexander, and ſhe once more was in danger of ſharing the ſame fate as the enemy, but by the ſkill and exertions of Captain Ball it was ſoon extinguiſhed. Two large pieces of the wreck dropped into the main and foretops of the Swiftſure, but happily the men were withdrawn from thoſe places.

An awful ſilence reigned for ſeveral minutes, as if the contending ſquadrons, ſtruck with horror at the dreadful event, which in an inſtant had hurled ſo many brave men into the air, had forgotten their hoſtile rage in pity for the ſufferers. But ſhort was the pauſe of death: vengeance ſoon rouſed the drooping ſpirits of the enemy. The Franklin, now bearing the French Commander's flag, opened her fire with re-

doubled fury on the Defence and Swiftſure, and gave the ſignal for renewed hoſtilities; the latter being diſengaged from her late formidable adverſary, had leiſure to direct her whole fire into the quarter of the foe that had thus preſumed to break the ſolemn ſilence; and in a very ſhort time, by the well directed and ſteady fire of theſe two ſhips, and the Leander on her bows, the Franklin called for quarter, and ſtruck to a ſuperior force.

The Alexander and the Majeſtic, and occaſionally the Swiftſure, were now the only Britiſh ſhips engaged; but the commander of the latter finding that he could not direct his guns clear of the Alexander, who had dropped between him and the Tonnant, and fearful leſt he ſhould fire into a friend, deſiſted, although he was ſeverely annoyed by the ſhot of the Tonnant which was falling thick about him. Moſt of our ſhips were ſo cut up in their maſts and rigging that they were unable to ſet any ſail or move from their ſtations. About three o'clock on the morning of the 2d of Auguſt the firing ceaſed entirely, both ſquadrons being equally exhauſted with fatigue. At four, however, juſt as the day began to dawn, the Alexander and Majeſtic recommenced the action with the Tonnant, Guillaume Tell, Genereux, and Timoleon. The Heureux and Mercure had fallen out of the line and anchored a conſiderable diſtance to leeward.

Captain Miller, perceiving the unequal conteſt, bore down to aſſiſt his friends, and began a furious cannonade on the

enemy. The Theſeus had as yet fortunately received but little damage in her maſts and rigging, and that had been repaired by the active exertions of her commander as ſoon as the firſt part of the action in the van had terminated in our favour.

L'Artemiſe frigate, ſtationed on the left of the centre of the French line, fired a broadſide at the Theſeus, and then ſtruck her colours. Captain Miller diſpatched an officer to take poſſeſſion of her, but juſt as the boat had come within a ſhort diſtance, ſhe burſt into a flame, and ſoon after blew up.

This unofficer-like conduct, replete with treachery, will reflect eternal diſgrace on the name of Eſtandlet, who commanded her. After having ſurrendered his ſhip by ſtriking his enſign and pendant, and conſcious that he was then ſecure from immediate danger, he ſet fire to her, and with moſt of his crew eſcaped to the ſhore.*

* The fate of the Artemiſe frigate is rather peculiar, a former commander having diſplayed a ſtill more atrocious and deliberate act of villany. Citizen Charbonniere, commanding the Boudouſe, being in company with another French frigate, fell in with and captured a Britiſh merchantman, which, of courſe, made no reſiſtance. He took the captain and crew out of the veſſel, and brought them on board his frigate, and there, in cold blood, put them all to death. The captain of the other French frigate humanely remonſtrated againſt this needleſs act of blood; but Charbonniere urged a decree of the convention, which ordained that all Britiſh priſoners ſhould be put to death; the other argued that at leaſt he might take them to Toulon (near which port they were), as it would never be too late to put the decree in execution, which had probably been paſſed in a moment of frenzy, and would undoubtedly ſoon be repealed. Theſe humane arguments had no effect on the ſanguinary monſter, for he cauſed them all to be taken on the forecaſtle and ſhot to the number of eleven, among whom was the captain's ſon, a lad of twelve years old, who in vain interceded for his father's life, as the unhappy father did for mercy towards his child. This anecdote was related to me by an officer of the ſtricteſt honour and veracity, who aſſured me he was in the Bay of Tunis at the time Charbonniere was there alſo, and having heard this ſtory of him, and wiſhing to aſcertain the truth or falſehood of it, he waited on the French Conſul for that purpoſe, who

At ſix o'clock the Leander, having as yet received little damage, was ordered by ſignal from the Admiral to aſſiſt the ſhips engaged, which ſhe accordingly obeyed. At this time the action between our three ſhips Alexander, Majeſtic, and Theſeus, and the Guillaume Tell, Genereux, Tonnant, and Timoleon, had become very diſtant, as the latter continued imperceptibly to drop to leeward, and the Theſeus was obliged to veer on two cables to keep within reach of them.

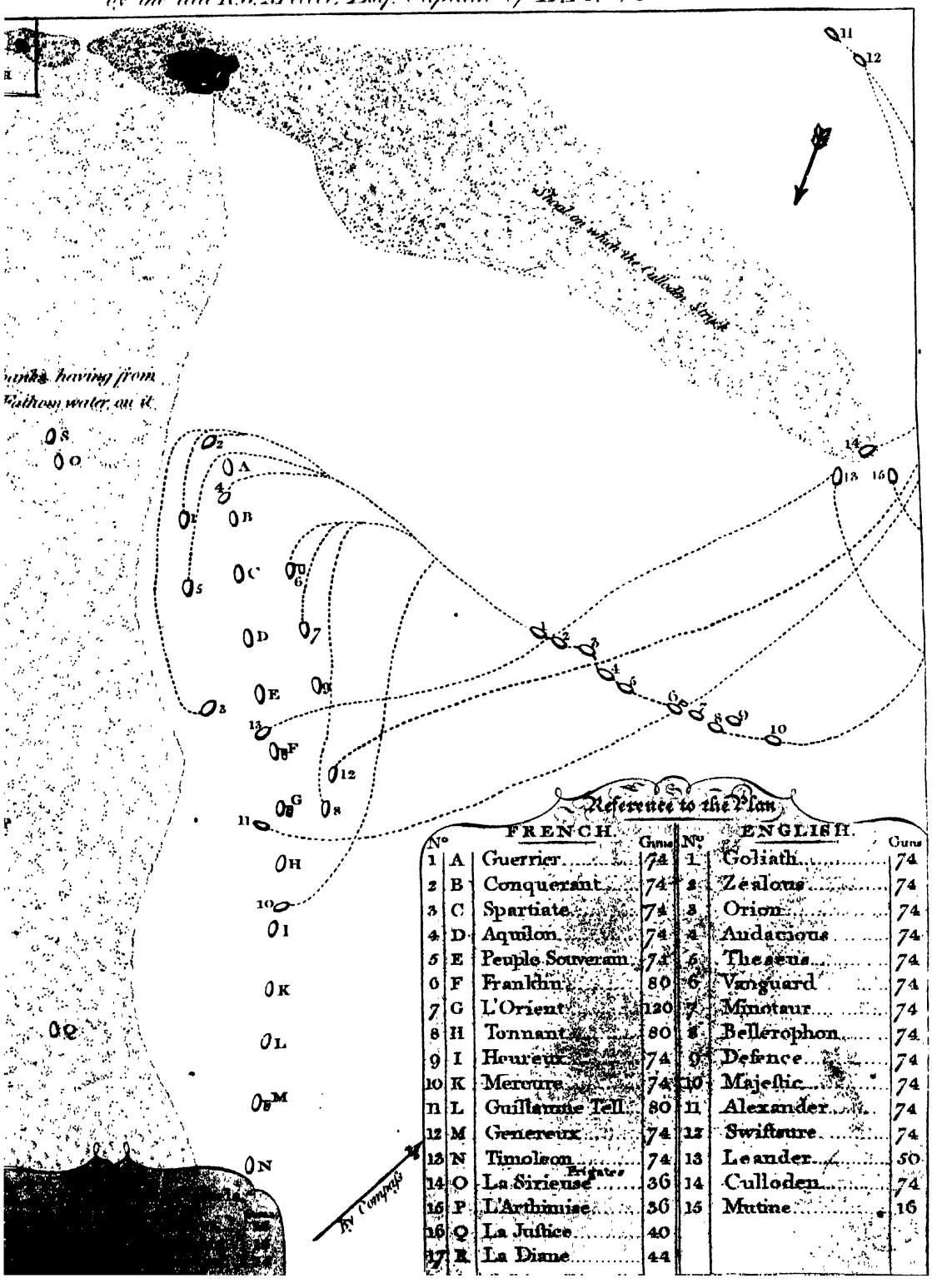
At eight a. m. the Goliath bore down and anchored near the Theſeus, the French ſhips having brought to again. The fire of our ſhips was now chiefly turned on the Heureux and Mercure, which were ſoon obliged to ſurrender. The Timoleon was aſhore, and the Tonnant was rendered a complete wreck. Thus circumſtanced, and perceiving that few if any of our ſhips were in a condition to make ſail, Rear Admiral Ville Neuve, in the Guillaume Tell of 80 guns, reſolved to loſe no time in eſcaping from the certain fate that awaited him. About noon he got under weigh, as alſo did the Genereux of 74 guns, and La Juſtice and La Diane frigates. The inſtant

candidly acknowledged that the fact was too true, and that the deed was reprobated by the whole French nation; yet how could that be, when we find that the French government ſoon afterwards removed this aſſaſſin from the Boudouſe to the command of the Artemiſe, a fine new frigate; and afterwards promoted him to the command of a line of battle ſhip? The account further adds, that the fiſhermen's wives, apprehenſive leſt their huſbands might, by way of retaliation, ſuffer a ſimilar fate if they fell into the hands of the Engliſh, were ſo enraged againſt Charbonniere, that they inſulted him groſsly as he was proceeding from Toulon to Marſeilles, and his life was in ſuch danger from them that he was allowed an armed force to guard him. We have ſince heard that this cruel monſter has gone to anſwer for the bloody act before the moſt juſt of tribunals.

Sir Horatio Nelſon perceived what they were about, he diſpatched the Zealous, by ſignal, to intercept them. Unfortunately none of the windward ſhips were in a condition to ſecond his attempt to ſtop the fugitives. He did, however, all that could poſſibly be done; as they paſſed by him he received and returned the fire of each in ſucceſſion: the damage he ſuſtained in this conteſt prevented him from tacking, and the Admiral, with his uſual judgment, gave the ſignal of recall. In the morning of the 3d of Auguſt there remained in the Bay only the Timoleon and Tonnant of the French line that were not captured or deſtroyed. The former being aground near the coaſt, the Captain (Trullet) with his crew eſcaped in their boats after ſetting fire to her, and in a ſhort time ſhe blew up. A flag of truce had been ſent to the Tonnant, but ſhe refuſed to ſubmit; on which the Theſeus and Leander going down to her, and the Swiftſure following, ſhe ſtruck without further reſiſtance. This completed the conqueſt of the French fleet in the Bay of Aboukir, and the Britiſh flag rode triumphant on the Egyptian ſeas.

PLAN of the BATTLE of the NILE on the 1st of AUGT 1798.

by the late R.W. Miller, Esqr. Captain of H.M.S. Theseus



References to the Plan

N°		FRENCH.	Guns	N°	ENGLISH.	Guns
1	A	Guerrier	74	1	Goliath	74
2	B	Conquerant	74	2	Zealous	74
3	C	Spartiate	74	3	Orion	74
4	D	Aquilon	74	4	Audacious	74
5	E	Peuple Souverain	74	5	Theseus	74
6	F	Franklin	80	6	Vanguard	74
7	G	L'Orient	120	7	Minotaur	74
8	H	Tonnant	80	8	Bellerophon	74
9	I	Heureux	74	9	Defence	74
10	K	Mercure	74	10	Majestic	74
11	L	Guillaume Tell	80	11	Alexander	74
12	M	Genereux	74	12	Swiftsure	74
13	N	Timoleon	74	13	Leander	50
14	O	La Sirieuse Frigates	36	14	Culloden	74
15	P	L'Artemise	36	15	Mutine	16
16	Q	La Justice	40			
17	R	La Diane	44			

CHAPTER V.

..... Porte
Al mar tributo di cœlesti umori
Per sette il Nilo sue famose porte,
E per cente altre ancor foci minori.
E naviga oltra la città, dal forte
Greco fondata a i Greci abitatori:
Et oltra Faro, esola già che lunge
Giacque dal lidò, al lido or si congiunge. TASSO, can. 15, v. 16.

HAPPILY impreſſed with early ſentiments of religion, Sir Horatio Nelſon did not, in the moment of victory, forget to whom that victory was firſt to be attributed. The finger of Providence had been viſible from the entrance of the Britiſh fleet into the Mediterranean to the concluſion of the important action in the Bay of Aboukir. For though we ought not perhaps on every trivial occurrence of life to look for a particular mark of Divine ſuperintendency, yet both ſcripture and hiſtory give us authority to attribute thoſe great events of life, by which kingdoms and nations to future generations are affected, to the particular and immediate ordinance of the Almighty, acting upon apparently natural cauſes, but ſo combined as to produce effects moſt beneficial to the general welfare of mankind.

The French nation, collectively and individually, had thrown off all religion, and had openly declared to the world, that man

was free to think and act for himſelf; that God, if God there was, could not, or would not, controul him. In their public aſſembly of the repreſentatives of the people, it had been deliberately argued, and at length decreed, that the exiſtence of a Deity was unfounded, and conſequently that all worſhip towards him was abſurd; and, what was hardly less impious, it was afterwards decreed by a freſh law, that a God did exiſt, and that homage might be paid to him. Chriſtianity, that mild ſyſtem of true and diſintereſted philanthropy, was however entirely laid aſide, or made a butt for impious witlings to ſcoff at. Death was declared to be nothing more than eternal ſleep. This doctrine, ſubverſive of all ſocial order, and deſtroying all the well regulated ſyſtems of long eſtabliſhed principles, was the favourite topic of every Frenchman, and to diſſeminate it was his prime object. And as in former times fire and ſword were employed to propagate particular dogmas of religion, now the ſame means are exerciſed to root out all religions from the face of the globe. Wherever the French armies came, religion felt the blow; being firſt degraded in the perſons of its miniſters, it was afterwards, by every means, rendered odious or contemptible to the people. On ſome occaſions, indeed, policy dictated another mode of action, and a ſeeming reſpect was at firſt paid to the eſtabliſhed religion of the place; but this ſeldom laſted long, or was rendered nugatory by the general avowed diſbelief in all religion, openly expreſſed by the French armies.

Many heretofore powerful governments had been overturned by theſe deſtroyers, who, fluſhed with repeated conqueſts, looked forward to the entire ſubjection of the world to their arms. The Britiſh nation had hitherto proved the foreſt hindrance to all their proſpects: to deſtroy that power was the principal object of their wiſhes. Great Britain had long been unrivalled in its commercial engagements; whatever therefore would deſtroy the principal ſource of its commerce muſt ultimately involve the nation itſelf in deſtruction.

India had for ſome time preſented itſelf to the French nation as the deſired object through which the Britiſh commerce might receive the deepeſt wound; and the well known hatred which Tippoo Sultaun bore to this nation, afforded to the French the moſt flattering proſpects of ſucceſs, could they but convey a well diſciplined army of their own to aid their ſanguinary ally. It appears from various ſubſequent events, that Egypt was the road through which they propoſed to march to India. And Buonapartè ſeems to have entered into all the ſchemes of the French government on this head, with his uſual activity and enterprize.

When, therefore, he found himſelf perfectly maſter of that rich country, and no obſtacle of importance intervening; when a junction with the firm ally of France in the Myſore ſeemed certain; the object of his ambition appeared almoſt within his graſp. He now only waited for a further reinforcement from France, which was to be ſent to him as ſoon

as the government was aſſured that he had eſtabliſhed himſelf in Egypt. Admiral Brueys, it appears from various documents, was anxious to return to France with his fleet, that he might be ready to reviſit the ſhores of Egypt with the promiſed reinforcement. But Buonapartè did not chooſe to be left without a means of retreat, and therefore he inſiſted upon his remaining on the coaſt till farther orders.

The Admiral's ſhip, l'Orient, being too large to croſs the bar of the old harbour of Alexandria, it was found neceſſary to anchor his fleet in the Bay of Aboukir; where, protected by every precaution of art, and aided by the nature of the place, flanked by batteries, ſand-banks, rocks, and ſhoals, he appeared to bid defiance to every hoſtile attack.

The victory obtained over this fleet at once deſtroyed all the pleaſing dreams of future conqueſts in the Eaſt, which Buonapartè had hitherto indulged. Cut off from a poſſibility of receiving the promiſed reinforcements from France, by the annihilation of its fleet, he foreſaw that the utmoſt he could now hope for, was to ſecure a ſafe ſituation for his army in the country where he was. The great change of opinion among his newly acquired ſubjects, occaſioned by the event of this battle, which convinced them that their invaders were not invincible, made his ſituation ſufficiently uneaſy, without any other circumſtances to render it more ſo; but of them too he had a ſufficient ſhare.

Had the ſtorm which damaged Rear-Admiral Nelſon's ſhip, when firſt he came into the Mediterranean, continued longer than it did, he would in all probability have been diſabled from further exertions at that time; by this gale the Toulon fleet was detained longer in port, which gave an opportunity to Commodore Troubridge to form a junction with the Admiral. At length the French fleet ſailed from Toulon, and proceeded by Sardinia to Malta; but we made our courſe for Naples, and miſſed them. Had our ſquadron fallen in with the enemy previous to the capture of Malta, and had a battle been fought, though it had terminated in our favour, as, in all humility, we may ſuppoſe, the utmoſt that we could have done would have been to have captured ſeveral of their men of war, and diſperſed the reſt; but as we well know, in ſuch an event, our own ſhips muſt have ſuffered much, the reſt of the convoy with troops might have eſcaped, and proceeding to its deſtination, would have effected its purpoſe; in which caſe the natives of Egypt would have been ignorant of the naval defeat of their invaders, and would have had no hopes of future ſuccour from us; and from the crippled ſtate of our ſhips, without a port to go to for repairs, the French would have been enabled to pour in freſh ſupplies of men and ammunition, and the fertile banks of the Nile would, without oppoſition, have been completely ſubjugated by the power of the invader. The ſame may be ſaid had the two fleets met, as was expected, on the 22d of June, when they croſſed each other in the night. But now their

fleet, which was to have ſecured to them a ſafe retreat in caſe of failure, or if ſucceſs had crowned their efforts, was to have convoyed freſh ſupplies from the mother country, was annihilated, all hopes of retreat were cut off, all proſpect of reinforcements was deſtroyed.

The Admiral ſaw the grand effects that muſt reſult from the victory he had obtained, and with his mind filled with gratitude to that God whoſe arm had been ſtretched out to ſave his fleet from the numerous dangers that ſurrounded it, iſſued the following order, that does equal honour to his head and heart.

Vanguard, off the mouth of the Nile, 2d Aug. 1798.

" Almighty God having bleſſed his Majeſty's arms with victory, the Admiral intends returning public thankſgiving for the ſame at two o'clock this day; and he recommends every ſhip doing the ſame as ſoon as convenient."

Accordingly, he ſet the example on board his own ſhip immediately, having the proper prayers and thankſgivings offered up on the quarter-deck by the chaplain, himſelf, officers, and crew, attending. The other ſhips that were leaſt diſabled did the ſame; ſome of the fleet were ſo buſily employed in knotting and ſplicing their rigging, or fiſhing their tottering maſts, that they were obliged to poſtpone it till with greater eaſe and ſecurity this neceſſary duty could be performed. The French priſoners on board the Britiſh ſhips were aſtoniſhed at the ſo-

lemnity with which the officers and men offered up their oriſons to the Almighty at ſuch a moment. When fluſhed with a conqueſt ſo important, the mind of man is too often prone to forget the hand that preſerved him through paſt dangers. Some of the French officers obſerved, "that it was not ſurpriſing we could preſerve order and diſcipline, when we could impreſs the minds of our men with ſuch ſentiments after a victory ſo great, and at a moment of ſuch ſeeming confuſion."

The Admiral next iſſued the following memorandum to each of the ſhips of his fleet.

Vanguard, off the Mouth of the Nile, 2d Aug. 1798.

"The Admiral moſt heartily congratulates the captains, officers, ſeamen, and marines, of the ſquadron he has the honour to command, on the event of the late action; and he deſires they will accept his moſt ſincere and cordial thanks for their gallant behaviour in this glorious battle. It muſt ſtrike forcibly every Britiſh ſeaman, how ſuperior their conduct is, when in diſcipline and good order, to the riotous behaviour of lawleſs Frenchmen.

"The ſquadron may be aſſured, the Admiral will not fail, with his diſpatches, to repreſent their truly meritorious conduct in the ſtrongeſt terms to the Commander in Chief."

This flattering teſtimony of approbation from the Admiral, was truly acceptable to the ſeveral individuals that compoſed his fleet; and the important advantages ſo lately obtained by

an inferior over a ſuperior force, could not fail to make a ſtrong impreſſion on the minds of all, that the benefits ariſing from a ſtrict obedience, and ſteady diſcipline, can alone enſure ſucceſs on the ſea.

It is to be hoped that the glorious event of this day may have its due influence on future generations of our brave ſeamen; who muſt be convinced that the honour of the Britiſh navy can alone be ſupported and maintained by a ſteady adherence to the firſt of military and naval duties, *Obedience.*

The fleet, which under the command of Sir Horatio Nelſon had achieved this important victory, had been trained in the ſchool of a Noble Admiral,[b] whoſe exertions to ſupport the diſcipline of that part of the navy under his command, have been eminently ſucceſsful, particularly during that eventful period when the machinations of our domeſtic enemies, in almoſt every other part of our marine, had but too well ſucceeded; I ſay domeſtic enemies, for I do not believe that our republican neighbours[c] had any hand in the buſineſs, but that it originated and extended itſelf ſolely from the baleful exertions of a ſet of vultures who ſeem to exiſt only to torture and deſtroy the country that protects and ſupports them. It is now well known that hardly a ſhip of our fleets, either abroad or at home, was

[b] Several deep laid ſchemes, of the moſt ſanguinary tendency, were detected and defeated, and the ringleaders brought to immediate puniſhment, in the fleet blockading Cadiz, under command of the Earl of St. Vincent.

[c] It is certain that a ſimilar mutiny exiſted at the ſame time in the marine of our enemies, which prevented them from taking advantage of the confuſion and diſorganized ſtate of our fleets.

without an emiſſary from the correſponding ſocieties. Many of them, who have ſince ſuffered for their crimes, have confeſſed that they were employed for the horrid purpoſe of diſorganizing our fleets, and opening, through the defection of our navy, a way for the entrance of every ſpecies of anarchy and deſtruction. Certain it is, that in every mutiny that has been ſucceſsful, we have reaſon to believe that a very ſmall part of the crew have influenced and directed the operations of the whole. A thoroughbred Britiſh ſeaman is by no means inclined to reſiſt the orders of his ſuperiors, or to wiſh the deſtruction of that profeſſion to which he owes his livelihood and ſupport. It has been almoſt univerſally found, that every mutiny has originated among the waiſters or landſmen on board; who, from having more opportunities and leiſure, get together and plot miſchief, while the ſeaman is either buſily engaged in repairing the damages time or hard weather has made in his wardrobe, or during his watch, in knotting, ſplicing, and many other avocations to which he well knows how to turn his hand.

May the event of the day I have had the honour to commemorate, be deeply engraved on the mind of every ſeaman—May future ages emulate the glorious example by following the ſteps that led to it—May Britiſh ſailors be convinced that their hardy courage, without the aid of diſcipline and ſubordination, will never give them the palm of victory—May they ever be aſſured that by a cheerful obedience to the commands of their officers, in whoſe courage and ſkill they

may always confidently rely, they are attending to their own trueſt intereſts: and then, with the bleſſings of that Providence who has hitherto ſupported them againſt the united powers of the univerſe, they may look forward to a continuance of the ſame eminent ſituation they now hold; and on their proper element, may bid defiance to the world in arms.

On the 5th the Leander ſailed from the Bay; in her went Captain Berry of the Vanguard, bearing the diſpatches of Sir Horatio Nelſon to the Commander in Chief the Earl of St. Vincent, off Cadiz, giving an account of the glorious victory he had accompliſhed: unhappily this ill-fated ſhip was not deſtined to convey the wiſhed-for intelligence; for on her paſſage ſhe fell in with the Genereux of 74 guns, which had eſcaped from the action, and had received very little damage in it. The Frenchman was more than completely manned, her uſual complement being 700, ſhe had now 900 men on board; whereas the Leander was ſhort of her complement, which at the moſt never exceeded 343. After gallantly defending the honour of the Britiſh flag till reſiſtance was no longer allowable, the ſhip being perfectly unmanageable by the loſs of her maſts, and to ſave a further uſeleſs effuſion of blood, Captain Thompſon was obliged to ſurrender to a ſuperior force; the diſpatches were previouſly deſtroyed by Captain Berry[d]. The enemy, on taking

[d] The particulars of this action are ſo well detailed in a letter from Captain Thompſon to Evan Nepean, Eſq. that I ſhall here give it at length, as it muſt be highly intereſting to thoſe who have not ſeen it, and thoſe who have, will not think it time miſpent to re-peruſe it.

poſſeſſion of the Leander, did not follow the example that had ſo recently been ſet them; for no ſooner had the French crew

Copy of a letter from Captain Thompson, of his Majesty's late ship the Leander, to Evan Nepean, Esq.

SIR, On board the Lazarette, at Trieste, October 14, 1798.

It is with extreme pain I have to relate to you the capture of his Majeſty's ſhip Leander, late under my command, by a French 74 gun ſhip, after a cloſe action of ſix hours and a half. On the 18th of Auguſt laſt, being within five or ſix miles of the weſt end of Goza, near the iſland of Candia, we diſcovered at day-break a large ſail on the ſouth-eaſt quarter, ſtanding directly for the Leander; we were then becalmed, but the ſtranger bringing up a fine breeze from the ſouthward, we ſoon made him to be a large ſhip of the line. As the Leander was in officers and men upwards of eighty ſhort of complement, and had on board a number which were wounded on the firſt, I did not conſider myſelf juſtified in ſeeking an action with a ſhip that appeared of ſuch conſiderable ſuperiority in point of ſize; I therefore took every means in my power to avoid it: I however ſoon found that our inferiority of ſailing made it inevitable, and I therefore, with all ſail ſet, ſteered the Leander a courſe which I judged would receive our adverſary to the beſt advantage, ſhould he bring us to battle. At eight o'clock the ſtrange ſhip (ſtill continuing to have the good fortune of the wind) had approached us within a long random ſhot, and had Neapolitan colours hoiſted, which he now changed to Turkiſh; but this deception was of no avail, as I plainly made him to be French.—At nine he had ranged up within half a gun ſhot of our weather quarter; I therefore hauled the Leander up ſufficiently to bring the broadſide to bear, and immediately commenced a vigorous cannonade on him, which he inſtantly returned. The ſhips continued nearing each other until half paſt ten, keeping up a conſtant and heavy firing. At this time I perceived the enemy intending to run us on board, and the Leander being very much cut up in rigging, ſails, and yards, I was unable, with the light air that blew, to prevent it. He ran us on board on the larboard bow, and continued alongſide us for ſome time: a moſt ſpirited and well directed fire, however, from our ſmall party of marines (commanded by the ſerjeant) on the poop, and from the quarter-deck, prevented the enemy from taking advantage of his good fortune, and he was repulſed in all his efforts to make an impreſſion on us. The firing from the great guns was all this time kept up with the ſame vigour, and a light breeze giving the ſhips way, I was enabled to ſteer clear of the enemy, and ſoon afterwards had the ſatisfaction to luff under his ſtern, and paſſing him within ten yards, diſtinctly diſcharged every gun from the Leander into him. As from henceforward [redacted] nothing but a continued ſeries of heavy firing within piſtol ſhot, without any wind, and the ſea as ſmooth as glaſs, I feel it unneceſſary to give you the detail of the effects of every ſhot, which muſt be obvious from our ſituation; I ſhall therefore content myſelf with aſſuring you, that a moſt vigorous cannonade was kept up from the Leander, without the ſmalleſt intermiſſion, until half paſt three in the afternoon. At this time, the enemy having paſſed our bows with a light breeze, and brought himſelf on our ſtarboard ſide, we found that our guns on that ſide were nearly all diſabled by the wreck of our own ſpars that had fallen on this ſide. This produced a ceſſation of our fire, and the enemy took this time to aſk us if we had ſurrendered. The Leander was now totally ungovernable, not having a thing ſtanding but the ſhattered remains of the fore and main maſts, and the

got on board the Leander, than all hands were employed in the moſt rapacious plunder; Captain Thompſon had received a ſevere wound in the action, yet was he by no means ſafe from the rough treatment of the ferocious plunderers.

The Genereux, with her prize, proceeded to Corfu; from whence Captains Thompſon and Berry were ſent to Trieſte, and after performing quarantine there, were permitted to return to England on their parole of honour, where the ſentence of a

bowſprit, her hull cut to pieces, and the decks full of killed and wounded; and perceiving the enemy, who had only loſt his mizen-top-maſt, approaching to place himſelf athwart our ſtern; in this defenceleſs ſituation, I aſked Captain Berry if he thought we could do more? He coinciding with me that further reſiſtance was vain and impracticable, and, indeed, all hope of ſucceſs having for ſome time vaniſhed, I therefore now directed an anſwer to be given in the affirmative, and the enemy ſoon after took poſſeſſion of his Majeſty's ſhip.

I cannot conclude this account without aſſuring you how much advantage his Majeſty's ſervice derived during this action from the gallantry and activity of Captain Berry, of the Vanguard; I ſhould alſo be wanting in juſtice, if I did not bear teſtimony to the ſteady bravery of the officers and ſeamen of the Leander in this hard conteſt, which, though unſucceſsful in its termination, will ſtill, I truſt, entitle them to the approbation of their country. The enemy proved to be the Genereux, of 74 guns, commanded by M. Lejoille, Chef de Diviſion, who had eſcaped from the action of the 1ſt of Auguſt, and, being the rearmoſt of the French line, had received little or no ſhare of it, having on board 900 men, about 100 of whom we found had been killed in the preſent conteſt, and 188 wounded. I encloſe a liſt of the loſs in killed and wounded in the Leander, and have the honour to be, &c.

THOMAS THOMPSON.

A return of officers and men killed and wounded on board his Majesty's ship Leander, on the 18th August, 1798.

Officers killed: Mr. Peter Downs, midſhipman; Mr. Gibſon, midſhipman of the Caroline; Mr. Edward Haddon, midſhipman; 24 ſeamen killed.—Marines killed: Serjeant Dair, and 7 privates.—Total: 3 officers, 24 ſeamen, 1 ſerjeant, 7 marines, killed.——Officers wounded: Captain Thompſon, badly; Lieutenant Taylor; Lieutenant Swiney; Mr. Lee, maſter; Mr Mathias, boatſwain, badly; Mr. Lacky, maſter's mate; Mr. Nailor, midſhipman.—41 ſeamen; 9 marines.—Total, 7 officers, 41 ſeamen, 9 marines, wounded.

THOMAS THOMPSON.

court-martial did ample honour to the gallant conduct of theſe two officers[c].

[c] At a court-martial aſſembled and held on board his Majesty's ſhip America, on Monday, December 17th, 1798, at Sheerneſs:

The Court, in purſuance of an order from the Commiſſioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c. dated the 13th of the preſent month, December, proceeded to inquire into the conduct of Captain Thomas Thompſon, commander of his Majesty's ſhip the Leander, and ſuch of the officers and ship's company as were on board of her at the time ſhe ſurrendered, and was taken poſſeſſion of by the Genereux, a French ſhip of 74 guns, and to try them reſpectively for the ſame accordingly. And the Court having heard the evidence brought forward in ſupport of Captain Thompſon's narrative of the capture of the ſaid ſhip, and having very maturely and deliberately conſidered the whole, is of opinion—That the gallant, and almoſt unprecedented defence of Captain Thompſon, of his Majeſty's late ſhip the Leander, againſt ſo ſuperior a force as that of the Genereux, is deſerving of every praiſe his Country and this Court can give; and that his conduct, with that of the officers and men under his command, reflects not only the higheſt honour on himſelf and them, but to their Country at large: and the Court do therefore moſt honourably acquit Captain Thompſon, his officers, and ſhip's company; and he and they are hereby moſt honourably acquitted accordingly.

Signed by the Court.

The Preſident, after the ſentence was read, addreſſed Captain Thompſon nearly as follows: "Captain Thompſon, I feel the moſt lively pleaſure in returning you the ſword with which you have ſo bravely maintained the honour of your King and Country; the more ſo, as I am convinced, that when you are again called upon to draw it in their defence, you will add freſh laurels to the wreath you have already ſo nobly won." The thanks of the Court were alſo given to Sir Edward Berry, who was preſent on this occaſion, for the gallant and active zeal he manifeſted, by giving his aſſiſtance on board the Leander, in the combat with the Genereux: and upon the return of Captain Thompſon to the ſhore from the court-martial, he was ſaluted with three cheers by all the ſhips in harbour at Sheerneſs.

It is with concern we contemplate the contraſt of French manners with our own. Inſtead of that humane attention to the wants and diſtreſſes of the priſoners which has always been ſhewn by us to thoſe that fall into our hands, we find by a variety of inſtances that they ſeldom or ever treat their priſoners with common humanity. By a letter from Captain Berry, publiſhed ſoon after his return to England, we learn that the French, on taking poſſeſſion of the Leander, not only plundered the officers and crew of every thing they poſſeſſed, but afterwards by their cruelty and neglect expoſed the ſick and wounded to almoſt certain death.—Mr. Stanley, the Britiſh Conſul at Trieſte, in a letter to the Lords Commiſſioners of the Admiralty, ſtates, that forty of the crew of the Leander arrived at that port in a dreadful ſtate, having been forced by the Commander at Corfu into ſmall veſſels, in which, wounded and diſeaſed, expoſed to the inclemency of the weather for ſeventeen days, and with a very ſcanty allowance of bad food, they ſcarcely ſurvived the ſeverity of their treatment.

But to return to the victorious fleet in the Bay of Aboukir. The utmoſt exertions were now to be made, to render the captured ſhips fit for a voyage, that they might be tranſported to the harbours of Britain as memorials of the proweſs of her ſons. Our own ſhips too, required repair; moſt of them were ſeverely crippled in their maſts and rigging, many of them damaged in their hulls, and all ſo completely ſhaken, that much was to be done before they could with ſafety venture on ſo long a voyage. Sir Horatio Nelſon ſent Captain Troubridge and Captain Hallowell with a flag of truce to Aboukir to offer an exchange of priſoners; and it was agreed on the part of the French commander, that receipts ſhould be given for all the French priſoners ſent on ſhore, who ſhould alſo engage not to ſerve, or bear arms againſt us, until regularly exchanged. They were alſo to find boats to tranſport them from the ſhips to the ſhore, as moſt of the boats of the two fleets were deſtroyed or damaged in the action. Accordingly the treaty on our part was put in execution without delay; the wounded, who had been treated with the utmoſt humanity and kindneſs, were firſt landed, and the reſt followed; but no ſooner had they reached the ſhore, than, by orders from the Commander in Chief, they were formed into a battalion, and called the Nautic Legion. It is needleſs to comment on this breach of a ſolemn engagement: none but the abettors of French principles will attempt to juſtify it; that ſuch there are on Britiſh ground is melancholy to reflect; but if they had witneſſed, as I

have done, the various miſchiefs ariſing from them, they ſurely would bluſh to think they could ever have defended ſuch conduct!

On the 8th the iſland was taken poſſeſſion of; as it was obſerved that ſome of the enemy had made towards it, Captain Hallowell brought off two braſs thirteen-inch mortars made by General Gomier, and two braſs twelve-pounders. The iron guns he threw into the ſea, and deſtroyed the platforms. This iſland is ſituated to the northward of Aboukir about two miles. In the evening of the ſame day, Captain Troubridge, who had now ſucceeded in getting the Culloden off the rocks, and had in part repaired the damages ſhe had ſuſtained, captured a boat in which was a courier bearing diſpatches and letters from Buonapartè at Cairo, which place he left ten days ſince. Theſe intercepted letters form the firſt part of the curious collection which have ſince been publiſhed in England, and which, as they contain the undiſguiſed ſentiments of the writers, may be ſaid to give the beſt inſight into the hiſtory of this famous expedition, by which France got rid of more than forty thouſand of her beſt ſoldiers. Moſt of theſe letters, which were of a private nature, have very properly been ſuppreſſed; they contained a melancholy proof of the depravity of morals which prevails throughout the new republic; the writers of them, though complaining of the perilous ſtate in which they were, ſeemed to lament it only becauſe they were deprived of the power of continuing in the ſame courſe of debauchery they had before

indulged in; ſeveral letters diſcloſed the moſt treacherous diſpoſitions; being to the wives or ſiſters of friends with whom the writers held illicit correſpondence; all, however, concurred in expreſſing an abhorrence of their preſent forlorn ſituation; in want of every comfort, and deprived of many neceſſaries; in a burning climate, expoſed to the worſt of diſeaſes, and ſurrounded on all ſides by ferocious enemies, whoſe numbers they daily increaſed by their inſolent and rapacious conduct; ſo that they could not ſtir a few yards from their camp without being murdered by the wandering Bedouins, who conſtantly hovered round their rear ready to cut off every ſtraggler. On the 10th a ſquare-rigged veſſel was diſcovered in the offing; the Swiftſure was ordered, by ſignal, to chace, and immediately got under weigh: in the evening we came up with, and took her; ſhe proved to be the French national corvette La Fortune, of 16 guns and 70 men, commanded by Citoyen Marchand, Lieutenant de Vaiſſeau. On board of her were ſeveral officers, and amongſt the reſt a ſurgeon on the ſtaff, who, it ſeems, had ſuffered his ſenſe of the dangers and difficulties he was expoſed to by the expedition, to get the better of his prudence, and had expreſſed his diſapprobation of it with ſo much acrimony, that the Commander in Chief had, by way of puniſhment, put him into the corvette bound on a cruiſe off Damietta. When captured by us he was ignorant of the event of the battle in Aboukir Bay; as ſoon as he was informed of it, and that his brother was killed on board l'Orient, his grief knew no bounds, he threw his ſnuff-box

overboard, and expreſſed the moſt lively ſorrow; when ſuddenly recovering himſelf with the obſervation, " c'eſt la fortuna de la guerre," he turned to the ſpectators and ſaid he would amuſe them, and inſtantly pulled from his pocket a ludicrous figure of a monk, with which he ſo entertained himſelf and the company, that in a few moments all care for his brother, his country, or himſelf, now a priſoner, was forgotten. How perfectly characteriſtic of the inhabitants of the ſoi-diſant *great nation!* a few moments ſerve for grief of the moſt poignant nature, and their buoyant minds turn with double reliſh to frolic and folly. In the evening of the ſame day we deſcried three ſail which we ſuppoſed to have been our frigates, ſo long wiſhed-for and expected, but they did not venture near enough to let us into the ſecret. On Saturday we anchored with our prize in the fleet; ſome of the priſoners were ſent on board the Guerrier to take their paſſage for Europe, and the next day the ſurgeon, of whom I have given ſome account, was ſent on board the Majeſtic, to his great joy, as he was in fear of being returned to the army on ſhore; but was now to attend ſome of the wounded Frenchmen who were to go home in the Majeſtic. On the 12th the Swiftſure again got under weigh, and ſailed towards Alexandria to watch the motions of the enemy in that port; in the evening ſhe returned to the fleet, but inſtantly ſailed again after three ſail in the offing, which firſt made towards the Bay and then retreated with expedition: the whole ſhip's company therefore were obliged to remain at quarters,

although we ſuſpected them to be our frigates, as it is always proper to be prepared for the worſt. At ſeven o'clock the next morning we again deſcried the ſtrange ſails, and made the private and ſeveral other ſignals to them. At length one of them bore down to us: ſhe proved to be the Bonne Citoyen; and the others, who then joined, we found to be the Emerald and Alcmene. We all returned to the Bay to the great ſatisfaction of the Admiral, who had been greatly diſtreſſed for want of frigates. On the 13th the Admiral diſpatched the Mutine brig with the Honourable Captain Capel to Naples, bearing duplicates of the diſpatches ſent by the Leander to the Earl of St. Vincent. Captain Capel came by land from thence to England, and on the 2d of October 1798 arrived at the Admiralty with the wiſhed-for intelligence of the defeat of the French fleet on the coaſt of Egypt.

This work would by no means anſwer the expectations of the public, ſhould I omit to inſert the very excellent letter of the noble Admiral to the Earl of St. Vincent; I have therefore given it with the other letters brought to the Admiralty by Captain Capel.

Admiralty-Office, October 2d, 1798.

The Honourable Captain Capel, of his Majeſty's ſloop Mutine, arrived this morning with diſpatches from Rear-Admiral Sir Horatio Nelſon, K. B. to Evan Nepean, Eſq. ſecretary of the Admiralty, of which the following are copies:

SIR, *Vanguard, Mouth of the Nile, Auguſt 7th,* 1798.

Herewith I have the honour to tranſmit you a copy of my letter to the Earl of St. Vincent, together with a line of battle of the Engliſh and French ſquadrons; alſo a liſt of killed and wounded. I have the pleaſure to inform you, that eight of our ſhips have already top-gallant-yards acroſs, and ready for any ſervice; the others, with the prizes, will ſoon be ready for ſea. In an event of this importance, I have thought it right to ſend Captain Capel with a copy of my letter (to the commander in chief) over-land, which, I hope, their lordſhips will approve; and beg leave to refer them to Captain Capel, who is a moſt excellent officer, and fully able to give every information; and I beg leave to recommend him to their Lordſhips' notice. I have the honour to be, &c.

HORATIO NELSON.

P. S. The iſland I have taken poſſeſſion of, and brought off the two thirteen-inch mortars, all the braſs guns, and deſtroyed the iron ones.

To Evan Nepean, Eſq.

MY LORD, *Vanguard, Mouth of the Nile, Aug.* 3*d,* 1798.

Almighty God has bleſſed his Majeſty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at ſunſet on the 1ſt of Auguſt off the mouth of the

Nile. The enemy were moored in a ſtrong line of battle for defending the entrance of the Bay (of ſhoals), flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an iſland in their van; but nothing could withſtand the ſquadron your Lordſhip did me the honour to place under my command. Their high ſtate of diſcipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every deſcription, it was abſolutely irreſiſtible. Could any thing from my pen add to the characters of the captains, I would write it with pleaſure, but that is impoſſible.

I have to regret the loſs of Captain Weſtcott, of the Majeſtic, who was killed early in the action; but the ſhip was continued to be ſo well fought by her firſt lieutenant, Mr. Cuthbert, that I have given him an order to command her till your Lordſhips' pleaſure is known. The ſhips of the enemy, all but their two rear ſhips, are nearly diſmaſted; and thoſe two, with two frigates, I am ſorry to ſay, made their eſcape; nor was it, I aſſure you, in my power to prevent them. Captain Hood moſt handſomely endeavoured to do it, but I had no ſhip in a condition to ſupport the Zealous, and I was obliged to call her in.

The ſupport and aſſiſtance I have received from Captain Berry, cannot be ſufficiently expreſſed. I was wounded in the head, and obliged to be carried off the deck, but the ſervice ſuffered no loſs by that event. Captain Berry was fully equal to the

important ſervice then going on, and to him I muſt beg leave to refer you for every information relative to this victory. He will preſent you with the flag of the ſecond in command, that of the commander in chief being burnt in l'Orient.

Herewith I tranſmit you liſts of the killed and wounded, and the lines of battle of ourſelves and the French.

I have the honour to be, &c.

HORATIO NELSON.

To Admiral the Earl of St. Vincent,
Commander in Chief, &c. &c. off Cadiz.

LINE OF BATTLE.

Ships Names.	Captains.	Guns.	Men.
Culloden	T. Troubridge	74	590
Theſeus	R. W. Miller	74	590
Alexander	Alexander J. Ball	74	590
Vanguard	Rear-Adm. Sir H. Nelſon, K. B. / Edward Berry	74	595
Minotaur	Thomas Louis	74	640
Leander	T. B. Thompſon	50	343
Swiftſure	B. Hallowell	74	590
Audacious	Davidge Gould	74	590
Defence	John Peyton	74	590
Zealous	Samuel Hood	74	590
Orion	Sir James Saumarez	74	590
Goliath	Thomas Foley	74	590
Majeſtic	George B. Weſtcott	74	590
Bellerophon	Henry D. E. Darby	74	590
La Mutine, Brig	T. M. Hardy	14	110

HORATIO NELSON.

Vanguard, off the Mouth of the Nile, Aug. 3d, 1798.

FRENCH LINE OF BATTLE.

Ships Names.	Captains.	Guns.	Men.	
Le Guerrier	———	74	600	Taken.
Le Conquerant	———	74	700	Taken.
Le Spartiate	———	74	700	Taken.
L'Aquilon	———	74	700	Taken.
Le Souverain Peuple ..	———	74	700	Taken.
Le Franklin	Blanquet, firſt Contre-Admiral	80	800	Taken.
L'Orient	Brueys, Admiral and Commander in Chief.	120	1010	Burnt.
Le Tonnant	———	80	800	Taken.
L'Heureux	———	74	700	Taken.
Le Timoleon	———	74	700	Burnt.
Le Mercure	———	74	700	Taken.
Le Guillaume Tell ..	Villeneuve, ſecond Contre-Admiral	80	800	Eſcaped.
Le Genereux	———	74	700	Eſcaped.

HORATIO NELSON.

Vanguard, off the Mouth of the Nile, Aug. 3d, 1798.

FRIGATES.

Ships.	Guns.		Men.	
Le Diane	48	.....	300	Eſcaped.
Le Juſtice	44	.....	300	Eſcaped.
L'Artemiſe ...	36	.....	250	Burnt.
Le Serieuſe ...	36	.....	250	Diſmaſted and ſunk.

HORATIO NELSON.

Vanguard off the Mouth of the Nile, Aug. 3d, 1798.

A return of the killed and wounded in his Majeſty's ſhips under the command of Sir Horatio Nelſon, K. B. Rear-Admiral of the Blue, in action with the French, at anchor, on the 1ſt of Auguſt 1798, off the Mouth of the Nile.

	KILLED.			WOUNDED.			
Ships Names.	Officers.	Seamen.	Marines.	Officers.	Seamen.	Marines.	Total.
Theſeus . . .	0	5	0	2	24	5	35
Alexander . .	1	13	0	5	48	5	72
Vanguard . .	3	20	7	7	60	8	105
Minotaur . .	2	18	3	4	54	6	87
Swiftſure . .	0	7	0	1	19	2	29
Audacious . .	0	1	0	2	31	2	36
Defence . . .	0	3	1	0	9	2	15
Zealous	0	1	0	0	7	0	8
Orion	1	11	1	5	9	2	15
Goliath	2	12	7	4	28	9	62
Majeſtic . . .	3	33	14	3	124	16	193
Bellerophon	4	32	13	5	126	17	197
Leander	0	0	0	0	14	0	14
Total	16	156	46	37	562	78	895

OFFICERS KILLED.

Ships Names.	Officers Names.	Rank.
Vanguard	—— Taddy	Captain of Marines
————	Thomas Seymour	Midſhipman
————	John G. Taylor	Ditto
Alexander	John Collins	Lieutenant

Orion	—— Baird	Captain's Clerk
Goliath	William Davies	Maſter's Mate
————	Andrew Brown	Midſhipman
Majeſtic	George B. Weſtcott	Captain
————	Zebedee Ford	Midſhipman
————	Andrew Gilmore	Boatſwain
Bellerophon . . .	Robert Savage Daniel	Lieutenant
————	W. Launder	Ditto
————	George Joliffe	Ditto
————	Thomas Elliſon	Maſter's Mate
Minotaur	J. S. Kirchner	Maſter
————	Peter Walters	Maſter's Mate.

OFFICERS WOUNDED.

Vanguard	N. Vaſſal	Lieutenant
————	T. Adie	Ditto
————	J. Campbell	Admiral's Secretary
————	M. Auſtin	Boatſwain
————	J. Weatherſtone	Midſhipman
————	George Antrim	Ditto
Theſeus	—— Hawkins	Lieutenant
Alexander	Alexander J. Ball, Eſq. . . .	Captain
————	J. Creſwell	Captain of Marines
————	W. Lawſon	Maſter
————	G. Bully	Midſhipman
————	Luke Anderſon	Ditto
Audacious	John Jeans	Lieutenant
————	Chriſtopher Font	Gunner

Orion	Sir James Saumarez	Captain
———	Peter Sadler	Boatſwain
———	Philip Richardſon	Midſhipman
———	Charles Miell	Ditto
———	—— Lanfeſty	Ditto
Goliath	William Wilkinſon	Lieutenant
———	Law Graves	Midſhipman
———	P. Strachan	Schoolmaſter
———	James Payne	Midſhipman
Majeſtic	Charles Seward	Midſhipman
———	Charles Royle	Ditto
———	Robert Overton	Captain's Clerk
Bellerophon ...	H. D. Darby, Eſq.	Captain
———	Edward Kirby	Maſter
———	John Hopkins	Captain of Marines
———	—— Chapman	Boatſwain
———	Nicholas Betſon	Midſhipman
Minotaur	Thomas Irwin	Lieutenant
———	John Jewell	Lieutenant of Marines
———	Thomas Foxten	Second Maſter
———	Martin Wills	Midſhipman
Swiftſure	William Smith	Midſhipman

Vanguard, off the Mouth of the Nile,
Aug. 11, 1798.

SIR,

Herewith I ſend you a copy of my letter to the Earl of St. Vincent of this date.

I have the honour to be, &c.

HORATIO NELSON.

Evan Nepean, Eſq.

Vanguard, off the Mouth of the Nile,
Aug. 11, 1798.

MY LORD,

The Swiftſure brought in this morning La Fortune, French corvette, of 18 guns and 70 men.

I have the honour to be, &c.

Earl St. Vincent. HORATIO NELSON.

Sir Horatio Nelſon was aware of the deſigns the enemy had formed to attack our Eaſt Indian poſſeſſions in caſe their Egyptian expedition was crowned with ſucceſs; he therefore inſtantly diſpatched intelligence of the invaſion of Bonapartè, his probable object in it, and the event of the naval combat in the Bay of Aboukir. Lieutenant Duval, of the Zealous, was ſelected to convey this important intelligence to the Eaſt Indies, which he accompliſhed in time to put the government there ſufficiently on its guard, and to counteract the machinations of the enemy, by a ſudden and unexpected attack upon Tippoo Sultaun. Thus, at one blow, all the fine projects the French had formed for eſtabliſhing themſelves, and driving us out of India, were deſtroyed. I cannot better illuſtrate what has been ſaid on this ſubject, than by quoting part of a letter from a celebrated Frenchman, Citizen E. Pouſſielgue[f], Comptroller of

[f] They who have read the firſt part of "the Intercepted Letters," will recollect an excellent account of the battle of the Nile by this officer. The circumſtantial detail he has given of the action, and the accurate deſcription of the ſituation and appearance of the two fleets on the morning of the 2d of Auguſt, is the more to be admired, when we conſider that he was at the diſtance of eleven or twelve miles from the ſcene of action. The tower of Abou Mandour, from whence he viewed the conflict, is ſituated on an eminence half a league to the ſouthward of Roſetta.

the Expences of the Army, and Adminiſtrator-General of the Finances in Egypt; this letter was, with many others, intercepted by the Britiſh Fleet in the Mediterranean, and afterwards publiſhed. He thus expreſſes himſelf: " But the fatal engagement of Aboukir ruined all our hopes; it prevented us from receiving the remainder of the forces which were deſtined for us; it left the field free for the Engliſh to perſuade the Porte to declare war againſt us; it rekindled that which was hardly extinguiſhed with the Emperor of Germany; it opened the Mediterranean to the Ruſſians, and planted them on our frontiers; it occaſioned the loſs of Italy, and the invaluable poſſeſſions in the Adriatic, which we owed to the ſucceſsful campaigns of Bonapartè; and finally, *it at once rendered abortive all our projects, ſince it was no longer poſſible for us to dream of giving the Engliſh any uneaſineſs in India*; add to this, that the people of Egypt, whom we wiſhed to conſider as friends and allies, inſtantaneouſly became our enemies, and, entirely ſurrounded as we were by the Turks, we found ourſelves engaged in a moſt difficult, defenſive war, without a glimpſe of the ſlighteſt future advantage to be derived from it."

On the morning of the 14th the Orion, Majeſtic, Bellerophon, Defence, Minotaur, Audacious, and Theſeus, with the prizes, conſiſting of the Tonnant, Spartiate, Peuple Souverain, Franklin, Aquilon, and Conquerant, ſailed for Gibraltar, but brought-to at ſingle anchor in the mouth of the Bay. The prizes being ſupplied with jury-maſts only, and very weakly manned from our

fleet, were ſo unwieldy that they could with difficulty get out of the Bay, ſome of them drifting very much to leeward. In the afternoon a brig arrived from Tunis, with ſome of the officers and crew of l'Aigle frigate, Captain Tyler, lately loſt off that port, as ſhe was conveying diſpatches and letters from England and Gibraltar, to Admiral Nelſon and his fleet. Our mortification was exceſſive at being thus deprived of the pleaſure of hearing from our friends and country after ſo long a voyage, during which no tidings of either could reach us. On the 15th the ſhips above mentioned, with their prizes, once more got under weigh, and proceeded on their voyage to Europe. Sir James Saumarez, in the Orion, commanded this diviſion, and we find they all arrived ſafe at Gibraltar, to the joy and aſtoniſhment of the garriſon, and the infinite ſatisfaction of the Earl of St. Vincent. On the 16th the Heureux was burnt, as it was found impracticable to refit and render her capable to undertake a voyage of any length, notwithſtanding the exertions of Captain Ball, who had entertained a ſanguine hope of repairing all the captured ſhips, ſufficiently to enable them to reach the ports of Britain; and two days after, the Admiral was obliged to burn the Guerrier and Mercure; the former having, at the commencement of the action, received the fire of ſeveral of our ſhips, and having been ſo ſeverely handled by the Zealous, that there remained no poſſibility of refitting her for a voyage; the latter being aground and ſo much damaged, that nothing could be done to ſave her.

The French, as their cuſtom ever has been, have ſtated the ſuperiority in point of numbers and weight of metal in this action to have been on our ſide; how falſely, will appear when the whole is fairly ſtated. The French fleet conſiſted of thirteen ſhips of the line, of which one was of 120 guns, and three of 80 guns each; the reſt were ſeventy-fours, beſides four large frigates, and many ſmaller veſſels, ſuch as bombs, and gun-boats. Our fleet conſiſted of fourteen ſail of the line; one of them, the Leander, (which on this occaſion was taken into the line) had only 50 guns, and the reſt were ſeventy-fours, and the Mutine brig of 16 guns. It is needleſs to obſerve, that the accident which befel the Culloden, reduced our numbers to thirteen ſail of the line, the ſame as the French, but by no means equal either in weight of metal, or number of guns and men, as the following ſtatement will ſhew. The Britiſh fleet of fourteen ſail of the line, and the Mutine brig, having in all 1026 guns and 8178 men, from which deduct for the Culloden 74 guns and 590 men, and Mutine of 16 guns and 110 men, and the amount of thoſe actually engaged will be 936 guns and 7478 men. The French line of battle of thirteen ſhips engaged, conſiſted of 1026 guns and 9610 men; and the four frigates, which alſo were in action, carried 164 guns and 1100 men; total 1190 guns, 10,710 men; making a ſuperiority in point of numbers on their ſide, of 254 guns and 3232 men: a great diſproportion, when the other circumſtances of the attack are alſo taken into the ſcale.

On the 17th the Swiftſure, on a cruize off Alexandria, deſcried a ſquare-rigged ſhip in the offing; ſhe was ſoon made out to be an Engliſh frigate, the Seahorſe of 36 guns. On coming within hail, her commander, Captain Foote, inquired what news of the French fleet? Captain Hallowell, in a few words, told him the event of the late action. The aſtoniſhment and pleaſure expreſſed by all on board the frigate gave us ſingular ſatisfaction: inſtantly the ſhrouds were manned, and a ſalute of three hearty cheers was given us, which we as warmly returned. Captain Foote, on coming on board the Swiftſure, informed us, that he was diſpatched by the Earl of St. Vincent to reinforce Lord Nelſon's fleet: and that he had lately fallen in with, and captured, La Senſible, French frigate of 36 guns, having General Baraguay d'Hilliers and his ſtaff on board, returning from Malta; and after a chaſe of twelve hours, and cloſe action of eight minutes, he captured her. The Senſible had 18 killed and 36 wounded, in which latter number was the captain: the loſs of the Seahorſe was only two killed and 16 wounded. After the Frenchman had ſtruck, one of the crew treacherouſly threw a grenade into one of the ports of the Seahorſe, by which one man was killed and ſeveral badly wounded. Captain Foote remonſtrated with the French commander on this ſhameful act; he cauſed an inquiry to be made to find out the culprit, and an American was reported to be the perſon: what became of him, I do not know, but that he richly deſerved to be run up to the yard-arm.

On the 19th a Greek veſſel came out of Alexandria, and, purſuant to the orders of Admiral Nelſon, ſhe was burnt, and her crew ſent on ſhore. The Zealous joined us on the 20th, with the information that the Admiral, in the Vanguard, and the Alexander, Captain Ball, had ſailed for Naples, leaving the Goliath, Zealous, and Swiftſure, with the Seahorſe and Alcmene frigates, and Fortune corvette, to guard the coaſt of Egypt, and prevent the eſcape of Bonapartè and his army, if they ſhould make any attempt to effect it. Captain Hood was now our Commodore. The Goliath and Fortune remained at anchor in the Bay, while the Commodore and the reſt of his ſquadron cruized off Alexandria. On the 23d the Alcmene captured a veſſel from Toulon bearing diſpatches for General Bonapartè, and letters for his army and navy. The diſpatches being thrown overboard, two of the crew of the Alcmene perceiving it, inſtantly jumped into the ſea and ſaved them, for which they have received, as they richly merited, a very ample reward in a penſion for life. The veſſel captured, called La Legere, was a gun-veſſel carrying ſix guns.

On the 25th the boats of the Goliath, commanded by Lieut. W. Debuſk, attacked and carried the Torride, a ketch of ſeven guns, anchored under the guns of the Caſtle of Aboukir: the buſineſs was ably conducted, and gallantly performed. The boats got along-ſide under cover of night, when an obſtinate reſiſtance took place. Lieutenant Debuſk, for ſome time, fought hand to hand with the French officer commanding the Torride; ſeveral were

badly wounded on both ſides, and the veſſel was brought off in triumph.

In the evening of the ſame day the Thalia frigate arrived, and the next day the Lion of 64 guns, Captain Manly Dixon, with a Portugueſe ſquadron of four line-of-battle ſhips joined us: they came with an intention of ſtrengthening Admiral Nelſon's fleet. When the Portugueſe found the buſineſs had been ably executed without them, they ſailed the next day for Gibraltar; we were not, however, the leſs obliged to them for their friendly intentions. The Thalia ſailed alſo with them for the fleet off Cadiz. On the day following a French Colonel (whoſe name I forget) was brought to the Commodore; he had been captured in a veſſel endeavouring to eſcape from Aboukir. It appeared that he was a reſpectable officer who was worn out in the ſervice of his country, and being probably diſguſted at the ſervice he was now engaged in, had requeſted leave to reſign his commiſſion, which was granted, and he was returning to his country with clean hands and the conſolation of an honeſt heart. When the Commodore underſtood how he was circumſtanced, and that his cloaths and other articles were at Alexandria, he humanely ſent him in, on his parole, with a flag of truce, and on his return he was ſent home in the Goliath.

We now cruized cloſe off the mouths of the Old and New Harbours of Alexandria; the former is to the N. E. and the latter to the S. W. We perceived the enemy were buſy in conſtructing batteries to command the entrance of each, as well as towards the

Lybian deſerts, to check the attacks of the Bedouins. They alſo were converting a high ſand hill, which riſes behind the town, into a ſtrong fortification. The French threw ſeveral ſhells at us without effect. On the 30th the Goliath joined us from Aboukir Bay, and Captain Foley having ſent the priſoners who were captured in the Torride, conſiſting of one lieutenant, two guard marines, and forty-one ſeamen, on board the Swift-ſure, ſailed for Naples. On the 1ſt of September a Turkiſh veſſel arrived from Conſtantinople bound for Alexandria: the Captain of her being informed of the ſtate of affairs here, put himſelf under the direction of our Commodore, who ſent him with a meſſage to Dgezzar Pacha, Governor of St. Jean d'Acre in Syria.

The next day the Emerald made a ſignal for a ſail bearing E. by S. We accordingly gave chace, and off the Tower of Arabs ſaw a cutter ſtanding towards the ſhore; the Emerald fired ſeveral ſhot to bring her to, but ſhe perſiſted, and at length ran aground a little to the weſt of the Tower of Marabou; our boats, and thoſe of the Emerald, were ſent to bring her off: the French, in the mean time, made good their landing; but a high ſurf ſoon deſtroyed the cutter. At this moment nothing was to be ſeen but barren uncultivated ſands as far as the eye could reach; but in a ſhort time we deſcried ſeveral Arabs advance, ſome on horſeback, others on foot. The French now perceived their error, but it was too late; ſome of them indeed were ſo fortunate as to get on board our boats

which pulled towards the ſhore in hopes of ſaving their unfortunate enemy, and a midſhipman from the Emerald, with a noble ſpirit of humanity, threw himſelf into the water and ſwam through a high ſurf to the ſhore; having a rope in his hand, by which the French captain and four ſeamen were ſaved. From him we learned, that the cutter was called l'Anemone, of 4 guns and 60 men, Citizen Gardon commander; having on board General Carmin, and Captain Valette, aid de camp of General Bonapartè; alſo a courier with diſpatches, and a party of ſoldiers; that the cutter ſailed from Toulon on the 17th of July, and touched at Malta, from which place ſhe had taken her departure ſix days. Perceiving there was no poſſibility of eſcape from us, the General ordered Captain Gardon to run the cutter aſhore, who urged the dangers of a high ſurf, and the numerous hordes of wild Arabs that infeſted the coaſt. The General ſaid he would cut his way through them to Alexandria, which was not more than two or three leagues off, the towers and minarets being plainly to be ſeen. No ſooner had he landed, however, and perceived the Bedouins, who till this time were hid behind the ſand-hills, but now began to ſhew themſelves, than diſmay and terror ſeized on all: nor could we behold their diſtreſs without commiſeration, although they had ſo entirely brought it on themſelves by refuſing to ſurrender to us, and had fired on our boats when eſcape was no longer in their power. Our people approached the ſhore as near as the breakers would permit them, and were repeatedly hailed by

the French to be taken on board; but only Captain Gardon and four men were brought off. We perceived that the officers and men ſuffered themſelves to be ſtripped without reſiſtance. Many were murdered in cold blood, and apparently without any cauſe; and among them the unfortunate General, and Aid de Camp, who, on their knees, entreated for mercy. An Arab, on horſeback, unſlung his carbine and drew the trigger, but the piece did not go off; he renewed the priming, and again preſented at the General, but the ſhot killed the Aid de Camp, who was on his knees a little behind him; he then with a piſtol fired at the General, who inſtantly fell. The courier alſo, who endeavoured to eſcape, was purſued and murdered. An Arab who got poſſeſſion of his diſpatches inſtantly rode away with them, and we have ſince learned, that they were afterwards recovered by the French for a ſum of money. We now perceived a troop of horſe from Alexandria marching along the ſtrand, and the Arabs retired into the deſart with their ſurviving priſoners. The French troops proceeding towards the ſcene of action, at length arrived on the ſpot where lay the remains of one of their murdered countrymen; but, probably, fearing that they ſhould be ſurrounded with ſuperior numbers, they wheeled about and retreated to the city. The commander of the veſſel, who was brought off, moſt gratefully acknowledged the humane treatment he met with from our people, and extolled the gallantry of the young midſhipman who had thus ſaved his life at the riſk of his own; but mark the conduct

of his countrymen! when afterwards a flag of truce came off from the French Governor of Alexandria with a meſſage to our Commodore, after extolling the bravery of General Carmin in rather riſking his ſafety to the mercy of Arabs, than ſurrender to us *the ſlaves of deſpotiſm*, he caſt an unmerited reproach on Captain Hood for detaining thoſe as priſoners who had ſo lately owed their lives to the humanity of our ſeamen.

On the 7th of September, being off the Tower of Marabou, we perceived two boats endeavouring to eſcape: two of our boats were ſent after them, and captured one, which had ſeveral Italians on board, who were detained. The next day two large veſſels endeavoured to make their eſcape, but were ſtopped and ſent back again.

In the afternoon of the day following, the Swiftſure ſtood cloſe in towards the Tower of Marabou, which is ſituated on a ſmall rocky iſland, and commands the entrance of the New Harbour, from whence a reef of rocks extends into the ſea to this place. Perceiving the enemy were buſy erecting batteries there, a broadſide was fired at them from the Swiftſure and Emerald, which for that time drove them from thence, but as ſoon as we retired they renewed their exertions, and in a ſhort time erected two ſtrong batteries.

On the 10th a boat bearing a flag of truce came off to us from Alexandria; in her were a number of maſters of merchant ſhips and ſome Moors who had returned from a pilgrimage to Mecca. They requeſted permiſſion to depart, but it being contrary to the

Le Matin d'été

Tarn Willey & Co

. Hoare on board an Antelope

orders received on this head, they were all ſent back. On the 13th three more boats were captured endeavouring to get away, two of which were burnt. On the 15th a Neapolitan came off to us in a little boat by himſelf; being much irritated at the treatment he had received from the French, he offered his ſervices in any way: Captain Hallowell took him on board the Zealous, to the Commodore, who ſent him again on ſhore in the evening to procure intelligence. Standing in near the city as uſual, we ſaw two boats ſeemingly at anchor, on which Captain Hallowell diſpatched two of ours manned and armed, who found them only to be Greek fiſhermen, and the next day they were ſent back. The enemy, as uſual, threw many ſhells at our ſhips, but without effect. The following day, however, we captured a boat endeavouring to eſcape, in which were many French and German officers; among the reſt a young Ruſſian, who gave ſo plauſible an account of himſelf as induced Captain Hallowell, at his earneſt requeſt, to detain him: the reſt were ſent back, although they entreated to be permitted to remain as priſoners, or any thing but relanded; this, however, could not be complied with. The young Ruſſian informed us " that he was the ſon of Baron Knorring of Livonia, that he was travelling in queſt of knowledge, and being unfortunately at Cairo at the time of the arrival of the French, he was compelled to remain there till this time; that at length he had received from General Bonapartè leave to quit the country, but the ſtrictneſs of the blockade had hitherto prevented him; he had tried be-

fore, and had failed; if he was not permitted to remain with us now, he would again repeat his attempts to get away, as he would not abandon himſelf to deſpair." The frankneſs of his manners was ſo prepoſſeſſing that Captain Hallowell, treated him with every attention and hoſpitality, and the youth ſeemed to be entirely grateful for it.[s] On the 19th of September the Emerald ſailed for Naples, and the Swiftſure anchored in the Bay of Aboukir.

s I am concerned to ſtate, that he did not treat his Engliſh friends with that candour and regard for truth which his external manners and deportment seemed to promise; for we have ſince learned from ſeveral people of rank and character, who had met him at the Court of Naples and other places in Italy, that from love of French principles, he had actually accompanied General Bonapartè on his expedition to Malta, and from thence to Egypt; and very probably he was charged with ſome ſecret commiſſion by that General, in caſe he could elude our vigilance, and reach Conſtantinople.

CHAPTER VI.

Suave, mari magno turbantibus æquora ventis,
E terra magnum alterius spectare laborem;
Non quia vexari quemquam est jucunda voluptas,
Sed, quibus ipse malis careas quia cernere suave est. LUCRET. lib. ii. v. 1.

To repair the damages his ſhip had ſuſtained in the late action, Captain Hallowell employed his crew to fiſh up as much of the wrecks of the ſhips that had been deſtroyed, as could be ſerviceable either in repairs or as fuel: the frigate that was ſunk, as well as the wreck of l'Orient, ſupplied him with many uſeful pieces of timber; but as all the ſhips of our fleet had been employed in the ſame way while we were cruizing off Alexandria, it required more labour and induſtry to procure what we wanted. He alſo weighed up ſome ſmall anchors, which, with other iron found on the maſts, was ſold afterwards at Rhodes, and the produce applied to purchaſe vegetables and tobacco for the ſhip's company; by theſe means the people were kept from idleneſs, and by their labour procured what was conducive to their comfort and health. While we lay here an Arab called Hadji Haſſan, came off to us, as he pretended, with a meſſage from Mourad Bey, the great leader of

the Mamelukes; at length he gave us to underſtand that he came from Minich, beyond Cairo, where Murad was. He undertook to bring off a leader of Bedouins named Haſſan d'Har, but in this he failed, or deceived us. His companions, in their little boat, were ſent on ſhore near the Arabs Tower, and he remained on board with us.

The iſland Aboukir, of which mention has been made, now ſerved us as a place of relaxation and exerciſe, and our ſeamen were allowed to go thither without danger of hurting their conſtitutions in wine-houſes, as the place was without any inhabitants but quails,[h] and they were ſoon driven from thence. At this ſeaſon of the year great quantities of them flew on board our ſhips. Whether they were migrating to the north or ſouth, we could not aſcertain for a certainty, though, as ſome of them were quite exhauſted when caught, we imagined they had croſſed the Mediterranean from Europe, but that might alſo have been the caſe in paſſing over the ſandy deſarts of Egypt. We alſo found many hoopoes[i] on the iſland. There are no trees on it, but it is covered with a low ſhrub bearing a round black berry. There were likewiſe a great quantity of bulbous roots, which our ſeamen at firſt took for onions, and were highly delighted with the diſcovery, but on cutting them they ſoon diſcovered their miſtake; we afterwards

[h] Called by the Arabs wheuz.

[i] The hoopoe is a beautiful bird about twelve inches long; its head is ornamented with a large creſt, which it has the power of erecting or laying back at pleaſure. The neck is of a reddiſh brown, the belly white, the wings and back ſtriped black and white in broad bars. The Egyptian or Arab name for it is aſphour.

Cooper Willyams del.

I.C.Stadler sculp.

Aboukir Castle from the Island.

London Pub.d by I.White Flet Street, 1801

found that this root bore a flower ſomething like a hyacinth, but without the ſmell. We diſcovered ſeveral ſmall caverns, in one of which were many human bones; another was like a paſſage to a dungeon, about three feet wide and ſix high, terminating with a ſmall ſquare chamber ten or eleven feet high. On the walls, which were of mortar, we perceived many Greek characters, probably inſcriptions of names, but we could only make out a few of the letters. We could not gueſs for what purpoſe theſe caverns were formed, though, from many circumſtances, we conjectured that the whole iſland, as well as the reef of rocks that extended into the ſea from it, had been the foundations of extenſive buildings. The ſtones, that were ſeen when the water was clear, were laid regularly in the form of chambers, and in general cut ſquare. Probably it might have been the citadel or caſtle of the ancient Canopus, with a pier extending from it to form a commodious harbour for ſhipping. Between the iſland are ſeen a range of rocks, ſome above, and others juſt covered by the water; and it appeared to us as if this iſland had been formerly joined to the main land.

On the 25th we weighed again, and proceeded off Alexandria; and the next day the Flora cutter, Lieutenant Yawkins, arrived from the Earl of St. Vincent, then at anchor off Cadiz: he gave us the pleaſing intelligence that he had ſpoke Admiral Nelſon near the Faro of Meſſina. The next day the Alcmene took ſeveral wine veſſels from Cyprus attempting to enter Roſetta.

On the 27th Captain Hood ordered the Swiftſure to proceed to Rhodes for wine and freſh proviſions; accordingly we made ſail, and arrived off the town of Rhodes in ſix days, but a heavy gale of wind prevented our anchoring, the road being entirely expoſed. Several meſſengers came off to us with an invitation from the Governor; a Greek pilot alſo came on board. During the night we had much wind, accompanied with rain, thunder, and lightning; and in the morning the gale increaſing, Captain Hallowell, after conſulting the pilot, who declared he knew it well reſolved to run for ſhelter into the Bay of Cavallero, on the coaſt of Natolia. The gale increaſed, accompanied by a thick miſt, and the moſt awful thunder and lightning, during which the pilot ran us paſt the bay we intended to enter. At this part of the Archipelago numerous ſmall iſlands are ſcattered in all directions, which rendered our ſituation extremely perilous.

At length the haze cleared up a little, and we perceived the entrance of a large bay, into which we ran, and found it ſpacious, and ſurrounded with high mountains. It is called the Gulf of Symea, and is on the coaſt of Natolia. At the furtheſt end of it, by a narrow channel, we entered a ſmaller bay, where the pilot declared there was good anchorage: the anchor was accordingly let go, but owing to a rocky bottom it did not hold, and we perceived that the ſhip was rapidly driving on the rocks. Captain Hallowell, who ſaw that not a moment was to be loſt, inſtantly ordered the ſails to be looſed, and ere the anchor could

be weighed we were once more under way and ran farther up the bay. The pilot again inſiſted upon anchoring; the ſhip was only a few yards from the ſhore, and frightful precipices hung almoſt over us; the lead was hove, and no bottom was found at 70 fathoms. The wind was continually ſhifting to all quarters, ſometimes blowing in violent guſts, at other times calm for a few moments; but, ſheltered by the ſurrounding mountains, the ſurface of the water was perfectly ſmooth. By the exertion of officers and men ſhe was again put about, and we made ſail out of this place of danger, but with imminent hazard of being loſt on the rocks which preſented themſelves on all ſides as we worked out; and ſo narrow was the channel in ſome places, that it ſeemed hardly poſſible to manœuvre the ſhip ſo as to eſcape the one, without ſtriking on the other.

On the projecting brows of the mountains, that ſeemed directly over our heads, we perceived wild goats ſkipping about among the ſhrubs, which covered the ſoil and ſent forth a fragrant odour that in other circumſtances would have been highly delightful, but at this moment the danger of our ſituation entirely occupied our thoughts. The pilot, alarmed at the danger he had occaſioned, was on his knees in an agony of terror, putting up fervent prayers for deliverance, but entirely incapable of giving the leaſt aſſiſtance. By the time we had gained the entrance of the Gulf, the weather cleared up and preſented a fine proſpect of the ſurrounding wild country, and the dangers we had

eſcaped. The ſailors, forgetting their late peril, facetiouſly called the place *No Bottom* Bay.

As we ſailed along between the ſhores of the iſland of Rhodes and the main land, we were gratified by a great diverſity of pictureſque and varied ſcenery. On the continent high blue mountains, ſoftened by their diſtance, ſeemed to blend their ſummits with the ſky; on the other ſide we beheld the fertile ſoil of Rhodes, with ſome places that ſeemed ſtill to retain marks of its former ſplendour. When poſſeſſed by the gallant Knights of St. John of Jeruſalem, it bade defiance to the Pagan world, and was a rallying point for the Chriſtian heroes of thoſe days of chivalry. One place, in particular, appeared to have been highly ornamented both by nature and art, and gave us the idea of an Engliſh park, in which, on the brow of a hill, we ſaw the remains of a ruined caſtle. At length, on the evening of the 5th, we anchored off the town of Rhodes, and inſtantly the Governor ſent an invitation to Captain Hallowell to come on ſhore; the next morning he went, accompanied by ſeveral of his officers and the young Ruſſian ſtranger, Knorring. There are two harbours, one of them capable of holding only ſmall veſſels; the other, at the further end of which ſtands the Bey's palace (if it deſerves that name) in former times was reckoned a very commodious harbour, but by the cuſtomary negligence of the Turks, it is now rendered fit only for ſmall veſſels; though they have a dock-yard there; and at this time a line of battle ſhip was on the ſtocks, intended as a preſent from the Bey to the

Grand Seignior.* The entrance of each harbour is guarded by a caſtle of curious form: one is ſquare, with ſmall turrets, the other circular, with a lantern or light-houſe on the top. We proceeded to the great harbour; at the entrance we perceived the foundations of a pier that ſeemed to have been deſtroyed by an earthquake, and we conjectured from that and ſeveral other circumſtances, that it muſt have been the ſite of the far-famed Coloſſus, which, from its ſize and ſhape, was juſtly reckoned among the wonders of the world. We landed cloſe by the gate of the Governor's palace. On entering the council-chamber we found Haſſan Bey ſurrounded with many Turks of diſtinction; he roſe to receive us, and conducted us to a couch at the upper end of the chamber, and ſeated Captain Hallowell on his left hand. This council-chamber was about twenty feet ſquare, with ſmall latticed windows on three ſides of it, under which, againſt the walls, were low ſofas or mat-treſſes; the bottom of the room was parted off by rails and a ſtep; below theſe ſtood the guards, formidable looking fellows, with large muſtachios, and ſtuck round with as many arms as they could well carry; the walls alſo of this part of the room were decorated with fire-arms, ſabres, and ſpears. The only diſtinction that marked the ſeat of the Bey was a leopard ſkin ſpread on the ſofa in a corner of the room, and over his head

* When a ſhip of the line is built in this dock-yard, it is obliged to be taken into the road before any ballaſt can be put on board, as there is ſcarce water ſufficient to float her in the harbour when ſhe is quite empty.

was a board on which were Turkiſh characters and a golden creſcent on it. The dragoman[1], or interpreter, on his knees, explained the object of our viſit. The Governor promiſed to grant us his aſſiſtance to procure what we were moſt in need of, wine and bullocks for the ſquadron; we were then treated with pipes and coffee: the latter was brought in ſmall cups ſet on ſilver filligree ſtands in the form of egg-cups; it is drank by the Turks hot, and without cream or ſugar. Cuſtom ſoon renders the omiſſion of thoſe auxiliaries very eaſily borne, as this coffee is of the firſt quality, and made in a peculiar manner that is very palatable. Haſſan Bey is a venerable old man, decorated with a flowing grey beard: he is rather tall, and robuſt for his age; formerly he had been a ſlave, but by a ſeries of events by no means uncommon in the Turkiſh dominions, he became governor of this iſland, and poſſeſſed of great wealth. We were informed that he had once been a Mamaluk, and afterward lived with a Bey, who died and left him his riches, which he had the foreſight to conceal. Thoſe who from their ſituation and power thought they had the beſt claim to the wealth of the deceaſed Bey, and ſuſpecting that his ſlave knew where it was concealed, put the unfortunate Haſſan to the torture in order to extort confeſſion of the place where it was; but in vain, he endured it all without making any diſcovery:

[1] This interpreter we ſoon diſcovered to be a Frenchman who had reſided for ſome time on the iſland. On the revolution, being in danger of loſing his former ſituation, and deterred from returning to his own country for fear of ſuffering the penalties of emigration, he entered into the ſervice of Haſſan Bey.

afterwards he had the command of a Turkiſh ſhip of war, and for ſome achievement was promoted to his preſent rank; and it is but juſtice to obſerve, that he conducts himſelf with much humanity towards thoſe whom he has under his command. We found him, however, very tardy in procuring the promiſed ſupplies, and if Captain Hallowell had not exerted himſelf with much induſtry to obtain them, we never ſhould have procured any. The wine, which is in general good and wholeſome, is made only by the Greeks, and as the Bey had put a price upon it which they thought inadequate to its real value, a very ſmall ſupply could at firſt be obtained. However, when the cauſe of the impediment was diſcovered, our Commander inſiſted on making his own agreement with the people, and promiſed they ſhould be faithfully paid for it by himſelf. On this their wine ſtores were freely opened to us, and the beſt kind that the iſland produced was procured at a very moderate expence. The wine is taken out of the caſks and put into goat ſkins, the hair of which is on the inſide, and gives a peculiar taſte and flavour, that, from uſe, is not unpleaſant; in theſe it was brought down to the boats and ſtarted into our own caſks, and conveyed on board. We alſo obtained water with equal facility, the fountain from which we drew it being a few yards only from the landing place in the ſmaller harbour; the boats were placed alongſide the wharf, and hoſes, or leathern pipes, extended from the cocks of the fountain to the caſks in the boats, which thus, in a manner ſelf-filled, were conveyed

on board without the tedious proceſs of rolling the caſks to and from the boats; but during this operation we had nearly been involved in a quarrel with the inhabitants, who, accuſtomed to fetch water from this fountain, could ill brook to be deprived of that privilege by ſtrangers whom they looked upon as infidels. By the friendly care, however, of an old Turkiſh officer who attended conſtantly at the watering-place, our people were ſuffered to proceed unmoleſted with their work, which was completed in a very ſhort time. Here we met with our poor friend Hadji Haſſan, the Arab, who had been ſent to Rhodes by the Commodore, under ſuſpicion of his being an agent for the French. It appears, that a little Turk named Achmet (who was found by Captain Hope in one of the veſſels he had captured) in order to make himſelf of conſequence, and to render his attachment to our cauſe apparent, had accuſed poor Haſſan of being a ſpy. Achmet, it ſeems, had been for ſome time in France, and had engaged to accompany the expedition from Toulon; but, perhaps, the French finding that he was not to be depended on, had treated him in a manner that raiſed his anger againſt them, and he pretended to eſpouſe our cauſe with warmth and ſincerity. With this man, therefore, Hadji Haſſan was ſent to Rhodes, to be forwarded as a traitor to Conſtantinople, but the innocence of the poor fellow being diſcovered, he was liberated. His joy at ſeeing us was very expreſſive; he entreated to be taken back with us, as he was afraid of being left at Rhodes, although the Bey ſeemed inclined to

ſerve him; he was accordingly again received on board the Swiftſure.

The city of Rhodes no longer preſents that ſplendid appearance that it formerly did when under the dominion of the Knights of St. John of Jeruſalem, though many of its buildings recall them to the traveller's recollection. Over one of the gates is ſtill to be ſeen a ſtone ſhield with the Croſs of the Order; and the buildings are of that kind we denominate Gothic, and diſcover many traces of their former beauty. The ridiculous diſplay of artillery, which the Turks are fond of, evidently demonſtrates their ignorance of its proper uſe: the caſtle that commands the entrance of their harbours is loaded with guns of every deſcription, and even every ſmall hole and window has ſome fire-arms ſticking out of it, ſuch as blunderbuſſes, trombones, muſkets, and piſtols. On a platform between the two gates are ſeveral Coloſſal pieces of ordnance, not on carriages, but reſting on ſtones, or on the ground, ſo that no alteration can be made in their elevation or direction; from theſe are fired large balls of marble, made from the ſtatues and other pieces of ſculpture which formerly adorned the city. Within the walls is a building which ſtill retains the appearance of a monaſtery; it is a quadrangle ſurrounded with cloiſters, and is now converted into a guard-houſe and arſenal, where we ſaw large piles of marble bullets of various dimenſions, from the ſize of a twelve-pounder, to that of an eighteen-inch ſhell. The folding-doors of this building are of oak, and highly ornamented with carved work of the ſame Gothic or

Saracenic order, which is to be ſeen in our ancient cathedrals. Near this place, in a wretched hovel, were crowded the officers and crew of a French frigate lately captured in the port. Our commiſeration for the fate of theſe men, thus reduced to the moſt abject ſlavery, was ſtrongly excited, and they experienced from us that compaſſion and aſſiſtance their wretched condition demanded, and we were enabled to afford them. We next went into the bazar, or market-place, where nothing but dirt and indolence ſeemed to reign; from thence we proceeded to the land-gates, and were ſurpriſed at the ſtrength of the fortifications in that quarter, but we found them in a ſtate of dilapidation which plainly diſcovered that the preſent poſſeſſors were not the founders.

Croſſing the bridge, we perceived a party of people in the foſſe (which is now a dry lawn) amuſing themſelves with the athletic game of wreſtling. A ſtout negro and a ſmall white man were at this time the combatants. They were both ſtripped to the ſkin, having only leathern drawers on well ſaturated with oil, with which alſo their bodies were ſmeared. Although they exhibited very little ſkill in the exerciſe, yet the method of preparing themſelves for it, brought to our recollection Virgil's deſcription of the ſame paſtime.

Exercent patrias oleo labente palæſtras
Nudati ſocii[m] . . . . . Æn. lib. iii. v. 281.

[m] Our youth their naked limbs beſmear with oil,
And exerciſe the wreſtler's noble toil. Dryden's Tranſ. Æn. iii. l. 364.

In all probability the preſent inhabitants of this iſland derived the cuſtom from the Romans, who were formerly maſters of it and the neighbouring ſtates.

From thence we entered into an open place of great extent which is uſed as a burial ground. The multitude of ſmall ſtone pillars, ſome of them ſurmounted with turbans, which denote them to be the tombs of men, and others plain, for thoſe of the women, have a very ſtriking appearance. Beyond this we entered on the ſuburbs, which riſe on the ſide of a hill that entirely commands the city. The long narrow alleys ſurrounded with high walls, the houſes having no windows viſible, and the ſolemn ſilence that conſtantly reigns there, made us happy to emerge into the country, and there we had no great cauſe to admire the character of the preſent poſſeſſors of this once juſtly admired place, as cultivation is ſadly neglected: indeed the only people who ſeem to have any activity or induſtry are the Greeks, and they are kept in ſuch ſubjection that all ſpirit of commerce muſt be cramped, if not entirely ſmothered.

The iſland of Rhodes has ever been celebrated in hiſtory from the earlieſt times, and has been diſtinguiſhed by various appellations: it now retains a name which it was ſuppoſed to have derived from the Greek word Rhodon, a roſe, which flower is ſaid to have been in great abundance there; but Athenæus tells us that it was called ſo from a roſe-bud of braſs which was found in laying the foundations of the ancient

city of Lindus. I have a ſilver coin of the diameter of a ſixpence, but conſiderably thicker, which repreſents on one ſide the face of the ſun finely executed, on the reverſe a roſe burſting into bloom, with a ſmall bud iſſuing from the ſtem; on the left of the roſe is a ſtar: the inſcription over the roſe is ΡΟΔΙΟΝ, and the face of the ſun is ſaid to have been a likeneſs of that of the Coloſſus, which we are told was caſt in braſs by Chares, of the city of Lindus, who learned his art under the famous Lyſippus, about 300 years before Chriſt. Diodorus Siculus gives an account of a ſiege that was carried on againſt this city by Demetrius, the ſon of Antigonus, who had in vain endeavoured to excite the Rhodians to aſſiſt in his war againſt their ally Ptolemy Sotor, king of Egypt. After incredible exertions of valour and ingenuity on both ſides, Demetrius was at laſt compelled to raiſe the ſiege, and by way of amends for the injury he had done the citizens, he preſented them with the engines and ſtores employed againſt them: theſe they ſold, and with the money ariſing from the ſale, with ſome additional ſums of their own, erected this famous Coloſſus. It was ſeventy cubits high, and the ſtride was fifty feet wide: in one hand it held a light-houſe, which was ſeen from a great diſtance. The artiſt was twelve years before he completed this enormous ſtatue, and in about ſixty-ſix years after it was thrown down by an earthquake, which terribly ſhook the whole iſland: it lay where it fell for the ſpace of 894 years, when Moawias, the ſixth Caliph, or Emperor of the Saracens, having captured the iſland, ſold

the braſs of the Coloſſus to a Jew, who broke it to pieces and tranſported it to Alexandria, where he loaded nine hundred camels with it. The ſtatue was hollow, and in the feet and legs were immenſe piles of ſtones, by which the artiſt conceived he had ſecured it againſt the injuries of tempeſts, and violence of the waves. In thoſe days Rhodes was celebrated for the excellency of its government, the magnificence of its buildings, the convenience of its harbour, and the ſalubrity of the climate. The inhabitants were reckoned the moſt expert navigators in the world, ſo that for many years they held the ſovereignty of thoſe ſeas. After various reverſes of fortune, we find the Rhodians reduced to a Roman province, the city having been firſt taken and plundered by Caſſius: this happened forty-two years before the birth of Chriſt. In 1308 of the Chriſtian æra, Rhodes became the aſylum of the Knights of St. John of Jeruſalem, or, as they are ſometimes called, of St. John d'Acre, from the laſt place they poſſeſſed in the Holy Land; when they retired to this iſland, which was given to them in that year by Emanuel the Greek Emperor; but in the year 1522 they were compelled to ſurrender it to the arms of Soliman the Magnificent, (Philippe de Villiers de l'Iſle Adam being at that time Grand Maſter of the Order) when they retired to Malta. During the time it was in the poſſeſſion of theſe gallant Knights, great expence and labour were beſtowed on the fortifications of the city, which ſtill retain traces of its ancient conſequence, particularly towards the land ſide, where we found

a deep and wide ditch faced with maſonry, flanked by ſtrong baſtions, and the walls of great thickneſs, and ſupplied with heavy artillery. There are ſeveral handſome moſques in the city, one of which I entered, and was permitted to ſtay there for ſome time, having previouſly taken off my ſhoes. This indulgence has only been allowed ſince the late action, as chriſtians formerly were not ſuffered to enter the places of worſhip ſacred to the faith of Mahomet. The Governor has, beſides his houſe of audience, another in the ſuburbs, and one in the centre of the city, appropriated to his haram: but he does not follow the general faſhion of his country in maintaining a plurality of women, having one wife only. During our ſtay the plague made its appearance in a ſlight way; thoſe who were infected, or ſuſpected of being ſo, were inſtantly tranſported to the continent, where, in the wilds of Caramania, there was leſs danger of its ſpreading. As I walked in the bazar one day I perceived a man in the crowd with a black mark acroſs his face. I was informed it denoted that he belonged to an infected houſe; but the people appeared perfectly unconſcious of any danger from coming in contact with him: my own feelings, I confeſs, were not ſo placid; as he bruſhed near me, it was ſome time before I could recover from the uneaſy ſenſation of dreading the effect. Mr. Cilgrin, the Swede, informed us there is plenty of game in the country; I ſaw ſeveral partridges, whoſe plumage and appearance are ſo different from ours, that I ſhould not have claſſed them under

the ſame head. They are larger than ours, their colour grey, with red legs, and a red circle round each eye like a pheaſant. As the governor neglected to perform his promiſe of procuring from the continent a hundred bullocks for our ſquadron, Captain Hallowell determined to proceed with the ſupply of wine and bread, which he had at length, with much labour and difficulty, obtained. Previous to our ſailing from Rhodes two Ruſſian frigates and ten gunboats arrived from Conſtantinople: they brought intelligence that a large army of Turks was on its march towards Egypt; that the Emperor of Ruſſia had entered into a treaty of amity with the Sublime Porte, in conſequence of which, the former was permitted to ſend a fleet from the Black Sea through the Dardanelles, to co-operate with the Britiſh and Turkiſh ſquadrons in the Mediterranean, againſt the common enemy. This was an event of great importance, and quite a new epoch in the hiſtory of thoſe two powers. The Fortune brig, commanded by Lieut. Davis, arrived here from Smyrna, where the plague raged, and prevented his receiving any ſupply of proviſions: he ſailed from Rhodes, accompanied by Achmet[n] as interpreter, and intended to proceed to St. Jean d'Acre, to intreat Dgezzar Pacha, Bey of Syria, to ſupply us with proviſions, of which our ſquadron now began to fear they ſhould ſoon be in want. At the

[n] This man being afterwards convicted of various frauds, he was turned out of the Britiſh ſhips and put under the care of Haſſan Bey, from whom, however, he contrived to eſcape.

ſame time we loſt our gueſt, the young Ruſſian Baron Knorring, who ſailed in a veſſel bound to Conſtantinople, bearing with him letters of recommendation from the Captain to our miniſter there.

I miſſed a curious ſcene the day before we departed. Captain Hallowell was invited to dine with the Bey, and ſent for me to be of the party; but unfortunately I had ſtrolled into the ſuburbs. As the ſcene would have deſerved the pencil, I have reaſon to regret my abſence from the repaſt, though in other reſpects perhaps my loſs was not great. I ſhall beg leave to give a deſcription of it as it was related to me: the gueſts ſat down on the floor round a ſmall table or ſtand, about two feet high, on this was placed a large circular metal diſh, which was heaped up with a pillau, conſiſting of boiled mutton, fowls, and rice; having no knives or forks, they inſtantly proceeded to pull the joints to pieces with their fingers, cramming their mouths with eagerneſs, and then offering a piece they had torn off to their gueſts. As ſoon as they had ſatisfied their hunger they all got up and returned to their ſofas, and their places were taken by the domeſtics, who ſoon finiſhed what their maſters had left, and were then ſupplied with a ſort of pudding like pancakes, which they in like manner tore to pieces and devoured. In ſhort a Turkiſh repaſt is by no means agreeable to an Engliſh palate; beſides which, the only beverage is water. As ſoon as the

higher orders had dined, they were ſupplied with pipes* and coffee, with which, in a torpid ſtate, they paſſed the reſt of the evening.

Late in the evening of the 11th of October, having in vain waited for a further ſupply of cattle, we left Rhodes with only fourteen ſmall bullocks, each about the ſize of a calf.

At day-break, on the 14th, we deſcried our ſquadron, and by noon anchored near the Zealous off the tower of Marabou.

* The pipes made uſe of in this country are formed of ſlender ſticks of the cherry-tree or other wood, perforated, and are from three to four feet long. The mouth-piece is of amber, or ivory, according to the taſte or fortune of the poſſeſſor. The rich and dignified beſtow much coſt on this part, which they ſtud with diamonds, rubies, and other precious ſtones. The bowl of the pipe is of fine clay. The Turkiſh tobacco is remarkably mild, and leaves very little ſmell behind it.

CHAPTER VII.

Quis nescit, ... qualia demens
Ægyptus portenta colat? crocodilon adorat
Pars hæc; illa pavet saturam serpentibus Ibin.

JUVENAL, Sat. xv. lib. v. ver. 1.

ON joining the ſquadron under Commodore Hood, we learned that during our abſence nineteen veſſels of various ſizes, attempting to eſcape from Alexandria, had been captured and burnt. This may at firſt ſight appear an uſeleſs ſeverity; but it was not ſo, for it was known that moſt of theſe veſſels, particularly the Danes and Swedes, had volunteered to tranſport the French troops to Egypt; and, had we ſuffered them to depart, in all probability they would again have ſerved for the ſame purpoſe, and would have conveyed freſh ſupplies to Bonapartè's army. It was equally our duty, at that moment, to prevent the French army (if they had been ſo inclined) departing for Europe, as we knew that Italy was at this time threatened, and, as it ſince appeared, was actually overrun by the French armies. If Bonapartè's army had returned to Europe, it would have given a decided bias to the war, and the Emperor, already ſeverely haraſſed, would have been completely driven out of the field. The Arab, Hadji Haſſan, having volunteered to open a com-

munication for us with Mourad Bey, one of the Mamaluk chiefs, was accordingly, at his own deſire, ſent on ſhore among ſome ruins between Alexandria and Aboukir, being previouſly armed with a muſket and a pair of piſtols; the Captain gave him a ſmall boat, which had belonged to the French, in which he paddled himſelf aſhore. The ſame day ſeveral veſſels were permitted to depart from Alexandria, particularly Neapolitans, as they had been forced into the ſervice of the Republic. In the morning of the 19th two Turkiſh corvettes arrived and anchored aſtern of the Zealous. In the evening a ſmall boat was deſcried making towards us; in it was Hadji Haſſan, who had ſucceeded in procuring a man willing to take any meſſage to the Mamaluk army in Faioume: he had alſo brought off his nephew, who could write, and by the aid of an interpreter a letter was addreſſed to Mourad Bey, informing him that a Britiſh ſquadron was on the coaſt, and ready to co-operate with him againſt the common enemy.[p] Captain Hood giving his conſent to the meaſure, Maſſoud Abdullah, the Arab, was ſent on ſhore armed only with a muſket, and he faithfully executed his commiſſion, as I ſhall have occaſion to relate hereafter.

On the 21ſt of October we were joined by a Ruſſian and Turkiſh ſquadron, conſiſting in all of four frigates, an armed

[p] The annexed plate repreſents the three Arabs in their uſual dreſſes, which will give a pretty accurate idea of the appearance of theſe people. The man in black is Maſſoud delivering a letter to Hadji Haſſan, who is ſitting down; near him ſtands his nephew Halleel, who acted as ſecretary.

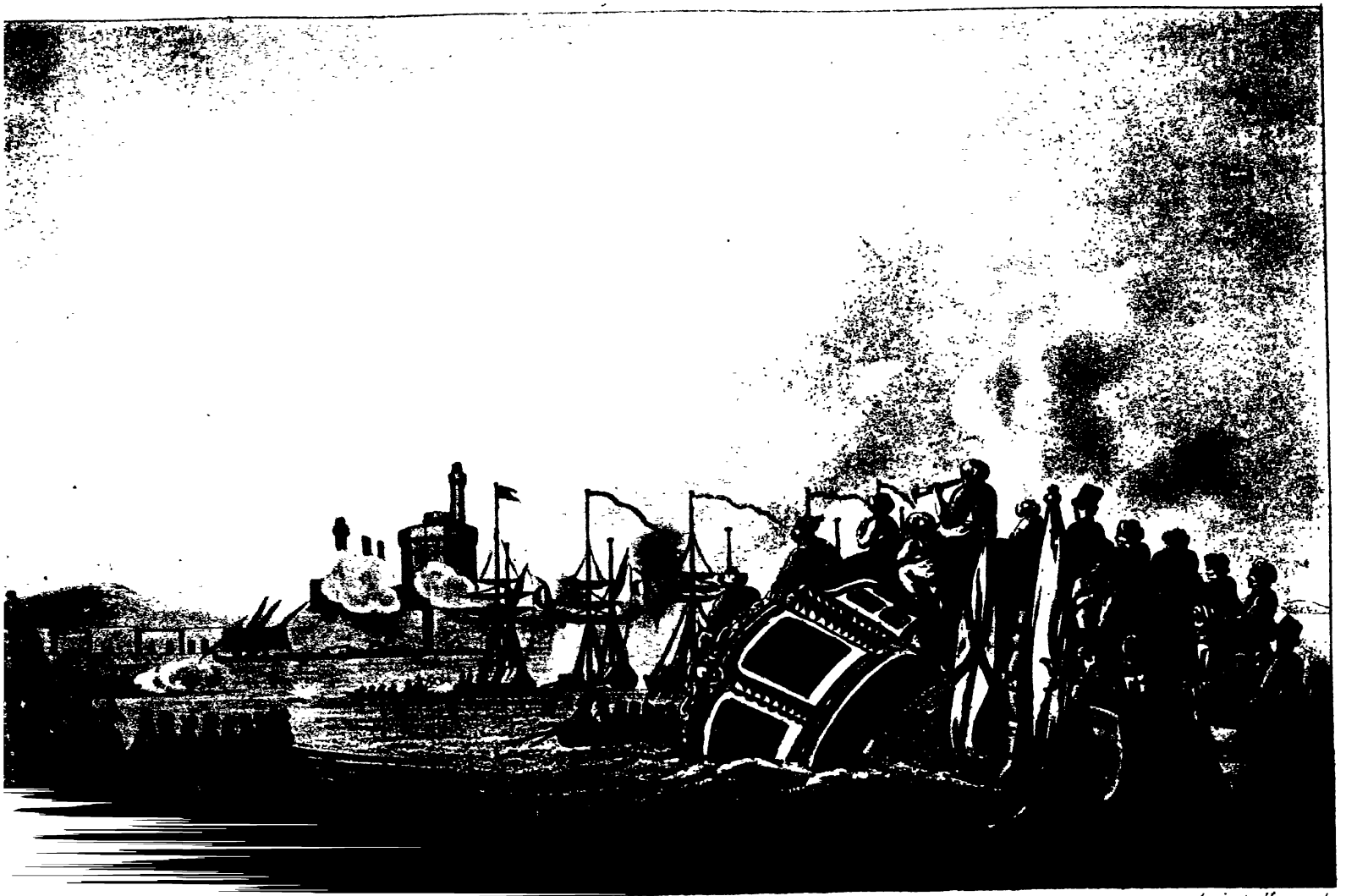
Peter von Cornel als Faust.

brig, two armed veſſels of eight guns, and ten gun-boats. The two Ruſſian frigates were remarkably fine veſſels; one, named the Michael, of 50 guns, was commanded by Captain Alexander Sorokin: the other, called the Kazanſki, of 48 guns, was commanded by Captain Meſſer, an Engliſhman, who at the cloſe of the American war, being a midſhipman in our ſervice, and having no chance of promotion, with ſeveral other young men volunteered his ſervices to the northern powers. He entered into the Ruſſian navy, and in the courſe of ſervice roſe to the command of this frigate. The Turkiſh frigate was alſo a very fine ſhip; ſhe was built by a French builder at Conſtantinople, as the Turks ſeldom, if ever, employ their own people to conſtruct their men of war. On board of one of the corvettes was a Dragoman from the Sublime Porte, bearing the diamond aigrette and peliſſe which Sultan Selim had ſent for Admiral Nelſon. The Sultan, as ſoon as he heard of the victory of the Nile, took the former out of his turban, and ſent it with other things of value to Sir Horatio Nelſon; and wrote to the King to requeſt his permiſſion that it ſhould be worn by the Admiral as a mark of his Highneſs's approbation; which of courſe was granted.

On the 22d Captain Hallowell received orders from the Commodore to proceed to Aboukir Bay with the Turkiſh gun-boats and one Ruſſian frigate; and that evening he anchored there with the frigate and one gun-boat, and the next day five more gun-boats joined. In the night two

dgermes[q] came alongſide the Swiftſure: they were loaded with corn from Roſetta, and bound for Alexandria, and were therefore detained. Captain Hallowell having prepared every thing for attacking the Caſtle of Aboukir with the Turkiſh gun-boats, proceeded the next day to put the courage of our new allies to the proof, but having no very high opinion of their zeal he took the precaution to put five Britiſh ſeamen into each boat: yet, notwithſtanding their example and exertions, it was impoſſible to make the Turks do their duty. Our commander, in a ſmall boat, called a gig, bearing a white flag with a red croſs, led them in, and rowed from gun-boat to gun-boat, in vain endeavouring to inſtil ſome ardour into their minds, and, at length, by occaſional coaxings and threatenings, he drew them near enough to batter the caſtle; and it would have been with more effect, but the motion of the veſſels prevented certain aim. Here locks to the guns would have been of great ſervice, as with a long laniard, or cord tied to the trigger, an exact aim might have been taken; but they were not provided with this uſeful invention; nor were their guns properly adapted to it, as they had no breechings, but run in a groove, and frequently recoiled with great force from the ſtem to the main-maſt. Whenever the Turks heard the whiſtling of a ſhot, down they fell, or

[q] Dgermes are the boats uſed for tranſporting merchandize from the Nile to Alexandria: they are ſtrong built, and draw little water, ſo that they can in tolerable weather paſs the bar at the mouth of the river. They are without decks, and have two or three maſts, according to their ſize, with very large latine ſails. When the ſailors wiſh to furl the ſails, they are obliged to climb up the yard, which cannot be lowered, being made faſt to the head of the maſt.



The Attack of the Turkish Gun-boats on the Castle of Abookir

ſneaked below into the hold. One of our row-boats having a wounded Turk in it, and the ſurgeon being willing to put on a temporary dreſſing, immediately rowed out of the line towards the wreck of a veſſel lying about a cable's length from the ſhore. As the boat approached, ſeveral heads were ſeen peeping from behind it: at firſt it was imagined that the French had taken poſſeſſion of this poſt, but, on cloſer inſpection, turbans were perceived; and we found that the worthy commanders of the Turkiſh frigates had retreated behind this breaſt-work, in order coolly to enjoy their pipes. Some of the Ruſſian row-boats were alſo there, but on our coming up, and aſhamed of their companions, they returned to the ſcene of action.

The annexed plate is a view taken on the ſpot.

This day one Turk was killed and five wounded; among the latter was one whoſe arm being broke by a ſplinter, the tourniquet was applied to ſtop the hæmorrhage; and as the Turks aſſured us they had a ſurgeon on board the frigate, he was ſent thither, with a requeſt that the tourniquet might be returned. The next morning a boat rowed alongſide the Swiftſure with the wounded man in it, whom they tumbled into one of our boats, without any ceremony, and rowed away. As ſoon as he was brought on board, the ſurgeon diſcovered that nothing had been done to him, and the tourniquet was abſolutely buried in his fleſh: he died in a few minutes after he was taken down below.

It will hardly be believed that ſuch ignorance and inattention to their wounded companions could be met with among the moſt barbarous nations; but ſuch is Turkiſh humanity!

The next day, reſolving to remedy the evil of the former, the Captain put fifteen Britiſh, and (with the conſent of Captain Meſſer) five Ruſſian ſeamen into each gun-boat.[r] The Turks had nothing therefore to do but to uſe their oars; unwilling, however, to get within the reach of the enemy's ſhot, they made ſuch bad uſe of them that it was found neceſſary to take them in tow with our row-boats. The Turkiſh commander of the frigate, in his barge, alſo took a ſhare in this duty, but no ſooner did he hear the firſt ſhot, than he caſt off the tow-lines, and retreated with all expedition towards the iſland, where he laid perdúe till the action was over.

This day one Turk was killed and two wounded: as the boats were frequently within the range of grape-ſhot, it is rather ſurpriſing they did not ſuſtain more damage. Towards the cloſe of the day the fire of the enemy began to ſlacken, and, at length, was completely ſilenced; but as night approached, and we began to retire, they again commenced a heavy fire on us with more effect, as our unwieldy gun-boats were ſlow in their motions, and when they put about to return

[r] The Ruſſian ſeamen are neat in their perſons and remarkably patient of fatigue and hardſhip. They were entirely obedient to command and fearleſs of danger. They did not appear to receive ſo much attention to their wants and comfort from their officers, as they deſerved. I have known a boat's crew remain alongſide the Swiftſure from dawn of day to ſun-ſet without any food, except what the humanity of our ſailors afforded them from their own ſtore. When the circumſtance was known to our commander, they were always ſupplied from his table.

to their anchorage were expoſed to the fire of the enemy, without a power of returning it. Such veſſels ſhould always be ſupplied with a long gun out aſtern. The launch of the Swiftſure, commanded by the Honourable Lieutenant Eylmer, had a heavy carronade, which was placed on a groove reaching from the ſtem to the ſtern, ſo that it could be made uſe of either advancing or retreating; the other boats alſo had different pieces of ordnance according to their ſize, and were commanded by officers of the Swiftſure. A dgerm, that had fallen into our hands, was prepared as a mortar-boat, and a ſmall mortar, or howitzer, mounted in her, from which ſhells were thrown with tolerable preciſion, and the tower and minaret of Aboukir were ſtruck ſeveral times. The day following the gun-boats again got under way, but owing to a heavy ſwell and frequent ſqualls of wind, they drove ſo far to leeward that it was late at night before they could be brought to the anchorage off the iſland, which, in compliment to our Admiral, we denominated Nelſon's iſland. The next day proved more favourable to our operations, and the whole fleet of gun-boats and row-boats proceeded towards the mouth of the Lake Maadie, and from thence our line extended along the ſhore to the foot of ſand-hills, on the ſummit of which was the French camp; near the bottom of the hill was a grove of palm or date-trees, and ſome high buſhes, which proved highly uſeful to the enemy. The Ruſſian ſailors had been withdrawn from the gun-boats, but the launch, and ſome of their ſmaller boats,

manned and armed, attended, as alſo the Toridè gun-veſſel, carrying four heavy guns, commanded by Mr. Autride, midſhipman of the Zealous. The enemy had formed a low battery on the neck of land leading to the entrance of the lake, and placed ſome field-pieces on the ſand-hills above; the buſhes, and every little ſand-hill, were lined with infantry. Our ſmall mortar-veſſel threw ſhells into the camp, which, to our ſurpriſe, twice broke into a flame, and the enemy were ſeen in apparent confuſion endeavouring to extinguiſh it. Captain Hallowell perceiving a large gun-boat of the enemy cloſe to the ſhore, rowed in with his barge to attack it; the French retreated from it: as it was faſt aground, and expoſed to a heavy fire of muſketry, he was obliged to deſiſt from his attempt to bring it off: a marine was ſhot cloſe aſide him.[s]

Some of the Turkiſh gun-boats were now brought ſo near the battery as to uſe their muſkets, and the buſineſs was beginning to grow very ſerious, when, from the daſtardly conduct of the Turks in one of the boats, which threw ſome of the reſt into confuſion, the action was obliged to be diſcontinued. Captain Hallowell had directed Lieutenant Witts of the marines,

[s] The annexed plate repreſents the barge making towards the French gun-boat, which is evacuated. The head of a Turkiſh gun-boat is ſeen on the left, our people on board of it are firing muſketry on the French battery. On the neck of land, beyond which is the Lake Maadie, or as ſome call it, the Lake of Aboukir, a poor camel is ſeen tied to a palm-tree, unconſcious of the danger of his ſituation: an accidental ſhot from one of the boats ſtruck him on the hump and killed him. Above is the French camp on fire, below which are the heads of the ſoldiers peeping above the ſand-heaps, from whence they annoyed us with their muſketry, being themſelves ſecurely ſheltered. Near this place General Abercromby landed his troops on the memorable 8th of February 1801.

J. C. Stadler sculp.

Attack on the French Camp near Aboukir.

Published by J. White Fleet Street, 1801

to anchor his gun-boat, which he was in the act of doing, and his ſeamen buſy about the anchor, when the Turks, made deſperate by their fears, roſe upon our unarmed people, and with their ſabres began to cut them down. Our ſailors in the launch, as well as a Ruſſian boat, ſeeing the ſituation of our men, ſome of whom had jumped overboard to avoid the ſtrokes of the Turkiſh ſcymetars, immediately flew to their aſſiſtance, and firſt throwing in arms to them, were preparing to follow them, when fortunately Captain Hallowell, who perceived the confuſion, boarded her, and ſoon put an end to the fray; the Turks being now as mean in their humility as before they were ferocious in their attack upon unarmed men. All this time the veſſel was drifting towards the ſhore, but was fortunately put about before ſhe grounded. An Engliſh ſeaman ſeeing one of his comrades cut down by a Turk, inſtantly attacked the Muſſulman with a wooden handſpike and beat out his brains: the commander of the gun-boat was alſo wounded.

Seemingly aſhamed of their conduct on the former day, the Turks behaved better on the following, as they ſuffered their veſſels to be anchored in a line before the caſtle, diſtant about a cable's length, and began to batter it with ſome effect, when unfortunately one of their guns burſt, killing one, and deſperately wounding two more of our people.[t]

[t] One of them, named Sunderland, was equally ingenious as brave. He had lately completed a ſet of leaden aprons, which fitted neatly on the locks of the guns, and ſecured them from every injury, ſo that they were always dry and ready for ſervice. He loſt both his legs, and died the following night.

This was, on the whole, an unfortunate day for us, as we loſt three men killed and five wounded, two of whom died in the evening: among the wounded was Mr. Harpur, boatſwain of the Swiftſure, who commanded one of the gun-boats; he was hurt by a cable in letting go the anchor.

On the 29th of October ſeveral Arabs came off to the Swiftſure from Roſetta; one of them, named Huſſein, was Tſourbadgi of Roſetta. They were remarkably well-made men, tall, and handſome, with black beards and dark complexions; over their common habit they wore long gabardines of black horſe-hair. They ſeemed anxious to expreſs their gratitude for our endeavours to free them from their invaders. One of them was a pilot for the Bar of the Nile. He engaged to remain with us to conduct our watering parties to the proper place, where we might obtain a ſupply of that neceſſary article.

Through the medium of Hadji Haſſan and his nephew, we were taught to believe, that theſe people announced the approach of a large army of the country powers to co-operate with us. As, however, it did not make its appearance, ſuſpicions naturally aroſe unfavourable to the veracity either of thoſe who came to us, or of our interpreters: at length, by the aid of Mr. Simeon, the dragoman or interpreter of Haſſan Bey (who had arrived in the Bay) it was diſcovered that our hitherto ſuppoſed faithful Arab Hadji Haſſan, had given us falſe intelligence. The Tſourbadgi of Roſetta, and the other Arabs, neither did or could promiſe that the Arabs in that quarter

would aſſemble a large army. Yet I cannot think that this poor fellow did it from a treacherous motive, or with any intention of leading us into miſchief; but as he ſaw that our hopes of inducing the natives to join us in our attacks upon the French were very high, he, to make himſelf and countrymen of conſequence, repeatedly aſſured us that they were on their march, and would undoubtedly attack the rear of the French camp while we were annoying their front. His conduct had, however, been very unjuſtifiable, inaſmuch as he had always been treated with kindneſs and humanity, and told that the ſure way to gain our eſteem was to relate the truth; he was therefore ſent on board a large Turkiſh ſhip called the Haptap in diſgrace.

About this time we learned that a man of the name of Abdullah Baſha, had come to the ſquadron off Alexandria: he was a perſon well known, and poſſeſſed of property in the country. He came from Cairo, and brought intelligence that Mourad Bey had gained a victory over the French. The account he gave was, that the latter were 12,000 ſtrong, the former only 7 or 8,000. That the French made the attack, and loſt 3,000 men; the Mamaluks only 300, with ſeveral wounded; and among the latter Elib Mahommed Bey, Oſman Bey, Selim Bey, Ebudiab Bey, and other perſons of conſequence. That this action happened on the 21ſt September, near Rickfiè, a place about a league diſtant from Cairo; that Mourad had retired into Faioume, not having a ſufficient force to ſupport a ſecond attack; but that,

in revenge, he had ſent 300 French priſoners to Cairo, after having deprived them of ſight and cut off their noſes and ears; that Bonapartè had ſent theſe unfortunate men to Roſetta, that the ſight of them might not diſpirit his troops.

This account, though evidently exaggerated, corroborated others, that induced us to believe the French were by no means in that ſecurity they pretended. The difficulties, they had to encounter in this country, which they affirmed in their official details to be entirely ſubjugated, were very apparent, as we frequently ſaw convoys of proviſions and ammunition parading along the ſhore eſcorted by large bodies of horſe and foot. When they came to the entrance of the Lake Maadie, and were obliged to halt in order to paſs in boats, our boats had an opportunity of attacking them with great advantage, and conſiderably retarded their progreſs.

The French could not ſend either for water or proviſions to any diſtance from their army without a ſtrong detachment of troops. Small parties, that had attempted to procure thoſe neceſſaries, had repeatedly been deſtroyed by the natives.

On the 5th of November two Egyptian Chiefs named Ibrahim Sheik and Maſſoud Sheik, came off to the Haptap: they informed us that Mourad Bey was within three days march of the coaſt with his Mamaluks. Captain Hallowell took them with him to Captain Hood, who was cruiſing off Alexandria. In the evening a French boat, bearing a flag of truce, accompanied by a Turkiſh boat, came into the Bay. The

pretended object of their viſit was, that the Turkiſh Admiral, who had been hitherto detained by the French in the harbour of Alexandria, wiſhed to be informed whether the Sublime Porte was at enmity with the French or not. The Turkiſh officers were referred to Haſſan Bey for an anſwer, who, irritated at their pretended ignorance of a fact ſo well known, diſdained to give them any, and they returned as wiſe as they came. A heavy ſquall of wind came on the next day, which had nearly proved fatal to the unwieldy Haptap; in a ſhort time ſhe rolled away her main-top-maſt, which perhaps ſaved her from driving from her anchors, and the gale fortunately ſubſiding, by the aid of our carpenters the damage ſhe ſuſtained was ſoon repaired.

This was a ſufficient ſpecimen of the imbecility of Turkiſh ſailors, and they too ſeemed perfectly ſenſible of it, and were anxious to ſail for a more ſheltered port.

On the ſame day Maſſoud Abdullah arrived with letters from Mourad Bey. This honeſt fellow muſt have run much hazard in penetrating by himſelf through the deſerts as far as the province of Faioume, where Mourad then was. The French being maſters of all the intermediate country, he ran great riſk of falling into their hands, and the conſequence would have been certain death, if he had. They made no ſcruple of deſtroying the natives on the ſlighteſt pretence, and any attempt to convey intelligence from us to the Bey, would have been cauſe ſufficient for the extirpation of a diſtrict.

As our water was nearly expended, the Torride gun-brig was ſent to the mouth of the Nile, and returned with a ſupply. She was ſent again on the ſame duty, and I received permiſſion to go in her. We ſailed by day-break on the 9th, and as it was calm did not make much way, but drifting near the coaſt, were obliged to anchor: the next day, however, we reached the neareſt entrance of this famous river. A French gun-boat, that was anchored there, got under weigh, and retired further up, leaving us unmoleſted to proſecute our buſineſs, which is thus performed. The waters of the Nile, being conſiderably lighter than the ſea, floated on the top like oil. Our people had only to dip their pails, or place their pumps near the ſurface, and the water was perfectly freſh; but if, through careleſſneſs, they dipped a little deeper, the ſalt water mixed with it and ſpoiled the whole. The water, thus obtained, had a red appearance, and ſeemed of the conſiſtence of cream, but we found that it purged itſelf after remaining a ſhort time in the caſks, and was both palatable and wholeſome. While the people were thus employed, I accompanied Mr. Autridge in a boat to a ſmall ſandy iſland in the mouth of the river, where we ſaw a large flock of pelicans; but having only bullets in our muſkets, we did not ſucceed in killing any of them. From this iſland we had a pleaſant view up the Nile towards Roſetta, whoſe towers and minarets, appearing above the groves of palms, had a pleaſing effect. We alſo obſerved a handſome moſque, where the French had eſtabliſhed a poſt, as we could

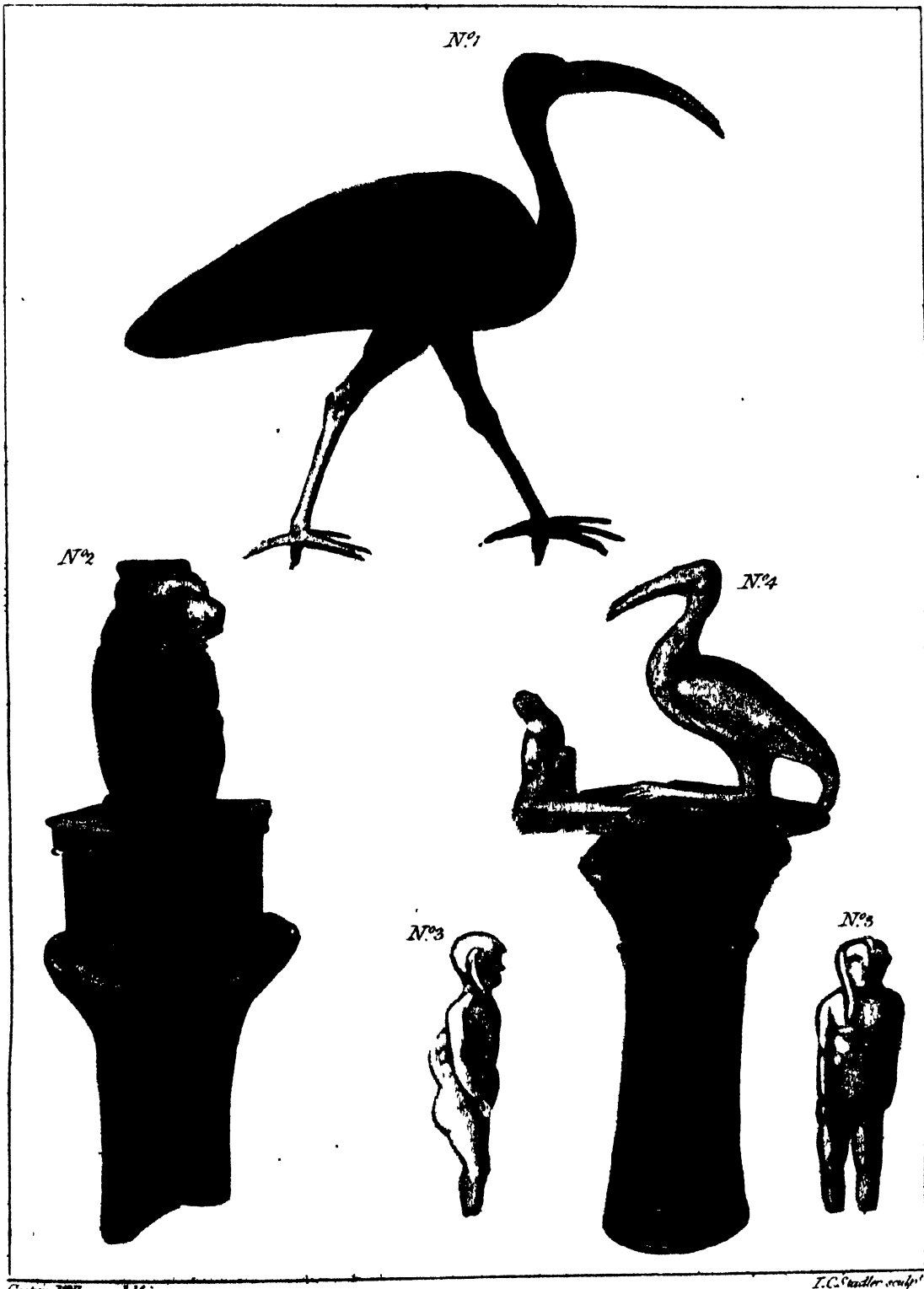
perceive the tri-coloured flag waving on it. A little to the right, on an eminence, was an old tower, which we conjectured to be that of Abou Mandour, from whence Monſieur Pouſſielgue viewed the combat on the 1ſt of Auguſt, of which he gave ſo accurate and well written a deſcription, as may be ſeen by referring to the firſt part of the intercepted correſpondence. We alſo found a ſkeleton of a camel, probably waſhed there by one of thoſe ſtorms which frequently do much damage on this coaſt.

The Torride did not come unattended to this buſineſs; no ſooner did ſhe ſail from the fleet, than ſeveral of the Turkiſh armed veſſels got under weigh, not daring to truſt themſelves ſo near a French poſt, without being protected by ſome Britiſh veſſel. We went on board one of them, at the requeſt of her commander, and found her to be a handſome veſſel, mounting twenty guns, six and nine-pounders. The captain (who was from the iſland of Candia) informed us, that though under the command of the Grand Signor, the veſſel was his own property. Being willing to entertain us in the beſt manner poſſible, he ordered ſupper inſtantly to be brought in: it conſiſted of boiled fiſh and cheeſe ſwimming in clear oil. As I had my cue, I fell to work with my fingers, and pinching a piece out, prevented our entertainer from doing it for me; and in a ſhort time this curious diſh was diſpatched. He then, in defiance of the laws of Mahomet, ſet before us ſome excellent Candiote wine, of which he ſwallowed ſuch large potions as plainly indicated his contempt for the ordinances of his prophet. That our enter-

tainment might be complete, he reſolved to treat us with a concert: a wretched ragged Greek made his appearance, bearing a little guitar with three ſtrings, and another accompanied it with his voice; but the muſic (if it deſerved the name) was ſo intolerably bad, that none but Turkiſh ears could be delighted with it, and we were glad to retreat from ſuch a medley of diſcordant ſounds. Our veſſel having obtained her cargo of water, gave us an opportunity of doing ſo without giving offence. We accordingly got on board, and ſailed for the ſquadron, and our Turkiſh convoy made haſte to follow us.

The bottoms of the Turkiſh gun-boats being very foul, Captain Hallowell determined to employ their crews, aſſiſted by ſome of his own, to haul them on ſhore on the iſland, and careen them; but found that it was firſt neceſſary to dig a dock level with the water for that purpoſe; and with incredible labour he ſucceeded in getting one of them into it. Sea weeds two yards long were found ſticking to it, and the whole bottom was incruſted with muſcles; many buſhels of which were taken off. No wonder, therefore, that they proved ſo unwieldy and unmanageable in their late attacks on the caſtle.

In digging the docks ſeveral Egyptian reliques of great antiquity were found; the plate annexed is an exact repreſentation of ſome of the principal of them. No. 1 repreſents the Ibis, a bird worſhipped by the ancient Egyptians, becauſe it deſtroyed the ſerpents, that were bred in the mud left by the over-



Cooper Willyams del.t

T.C. Sadler sculp.t

Antiques from Alboukir Island.

flowing of the Nile: it is of copper, and the body is five inches and a half in length, the head and beak three inches three-fourths, the neck three inches, and the legs three and a half; there were two of theſe in tolerable preſervation. No. 2 is alſo of copper, of the ſize of the engraving; it repreſents ſome animal in a ſitting poſture, but what cannot be diſcovered, as the ſculptor does not ſeem to have a good idea of nature. No. 4 is alſo of copper, and rather larger than the drawing; it repreſents the Ibis with the figure of a man before it. Theſe two laſt appear, from the hollow part at the bottom, to have been fixed on ſtaffs. No. 3 is an alabaſter figure of the ſize repreſented; and from a ſmall hole drilled at the back, appears to have been worn round the neck as an amulet; from the lock of hair on the right ſide of the head, it probably repreſented Oſiris. It was found near the ſkeleton of a man, and with it a great quantity of ſmall bones of birds. The little alabaſter figure I afterwards preſented to Sir William Hamilton at Palermo, the others I have now in my poſſeſſion, together with a copper coin found in another part of the iſland, which is of the date of Baſilius.

On this iſland we turned our little bullocks, thinking they would thrive better there than on board; but leſt the French ſhould land in the night and take them off, a guard of ſailors was left with them. Had the French poſſeſſed the enterpriſe, which our people have ſo often ſhown, they certainly might have taken them in ſpite of the Turkiſh gun-boats at anchor

in the Bay, as we could never diſcover that any watch was kept on board them. Amongſt our crew were ſeveral Corniſh miners; they were employed to dig wells on the iſland in hopes of diſcovering a freſh ſpring; but when they came to water, it proved always very brackiſh, being only ſalt water filtered through the ſand.

On the 21ſt a Mamaluk came off to us from Utko: he had been diſpatched by Mourad Bey in conſequence of the letter conveyed by Maſſoud Abdullah. I accompanied the captain on board the Haptap, where Haſſan Bey, two Arab Sheicks, and ſome Turkiſh commanders, were aſſembled in divan, when Selim delivered his meſſage from Mourad Bey. This Mamaluk was a Kiachef, or officer of rank, under Mourad, and preſented a more pleaſing appearance than any of the turbaned race we had yet ſeen. He related that his maſter had haraſſed the French in the province of Faioume with ſome ſucceſs, and that he would be ready at any time to co-operate with us, could we muſter 500 men, and the Arabs bring 1000 into the field to aſſiſt him; but, fortunately, this could not be accompliſhed, as ſubſequent events have proved that a much larger force would have been requiſite for ſuch an enterpriſe.

The plate annexed repreſents Selim Kiachef on his legs delivering his meſſage to the Britiſh, Turkiſh, and Arab chiefs, who are ſeated on ſofas round the cabin. The old man on the left, looking down, with his hand on his grey beard, is Haſſan Bey, the Governor of Rhodes. The Turk on the right

Lady Pennel Hamm . Lady Pennel Hamm . Lady Pennel Hamm

of the picture is Hamet, the Captain of the Haptap, and the ſecond beyond Haſſan Bey is Ibrahim, an Arab Sheick.

On the 25th the Haptap ſailed for Conſtantinople; this unwieldy ſhip was in conſtant danger of being loſt, and her commander requeſted ſhe might be allowed to depart.[u]

In the night of the 27th a Turkiſh boat rowing guard between the iſland and the caſtle, fell in with a large dgerm having ſeventeen Arabs on board, which ſhe brought off: this was thought a great feat, and they were not a little proud of the exploit.

On the 4th of December Haſſan Bey ſailed for Rhodes, taking with him the Turkiſh gun-boats and frigates. For the former he had for ſome time paſt been greatly alarmed, on account of the expoſed ſituation of the Bay of Aboukir, the nature of the veſſels, the unſkilfulneſs of the mariners, and the heavy gales which prevail at this ſeaſon. Captain Hallowell had ſuffered great inconvenience from them, as in all emergencies they applied to him for aſſiſtance and advice: they frequently had expended all their proviſions and water, and the captain of the large frigate, whoſe province it was to furniſh them with thoſe articles, was always very unwilling to do ſo, and nothing but threatening to write againſt him to the

[u] The Haptap is a large Turkiſh built ſhip, intended for war or commerce; and is nearly as large as one of our ſeventy-fours, but very much undermaſted. She traded from Conſtantinople to Alexandria, and her commander Hamet, an Arab, bore an excellent character. On each ſide of the poop of this curious ſhip an alcove juts out in the Chineſe taſte; indeed her whole appearance indicates the builder was a native.

Porte could induce him to act honeſtly by them. This conduct on his part begat mutiny and diſaffection on theirs, and he ſometimes had to prefer his complaints againſt the commanders of thoſe veſſels for their conduct. At one time the crew of his own frigate exhibited ſymptoms of mutiny; he came on board the Swiftſure in great trepidation, requeſting the aid of the captain, who aſſured him that he would ſoon reduce them to obedience by running alongſide and pouring a broadſide into the ſhip. This threat not only quieted the inſurgents, but equally alarmed the captain for the fate of his frigate, and order was reſtored. We had a guard boat every night rowing about the Bay, as well to prevent any attempt of the enemy againſt us, as to intercept their boats when endeavouring to tranſport proviſions from Roſetta to Alexandria.

On the 16th the ſhip's company was put to a ſhort allowance of proviſions, for we had received no ſupply ſince we left Syracuſe in July: and that there might be no cauſe for complaint, it was reſolved, both by the captain and officers, to put themſelves to the ſame allowance as the ſhip's company; and all their live ſtock was appropriated to the uſe of the ſick. This arrangement ſatisfied the people; and ſeeing their officers expoſed to the ſame difficulties as themſelves, they bore their privation with the utmoſt cheerfulneſs, to the no ſmall aſtoniſhment of the French; who, from ſeeing no ſhips arrive to relieve us, concluded that we muſt be under the neceſſity of quitting the coaſt from abſolute want. The truth was, that

the blockaders were as badly off as thoſe they were ſtationed to guard: if the French were without wine, and poſſibly ſometimes badly ſupplied with proviſions, they had at leaſt the ſatisfaction of a little more liberty; but we were pent up in our ſhips, and, except the little iſland, had not a place to land on.

On the 29th we were relieved by the Seahorſe, which took our ſtation, and we joined the Commodore off Alexandria, after having been ten weeks ſtationed in Aboukir Bay.[x]

[x] I cannot omit mentioning the ſpirited conduct of the young midſhipmen, who, during the conflicts between the gun-boats and the French in the Bay of Aboukir, as related in this chapter, eagerly volunteered their ſervices, and always went with the boats.

On the 1ſt of Auguſt, alſo, theſe lads remained on the quarter-deck, or forecaſtle, during the whole of the action.

The other boys of the ſhip likewiſe evinced an equal ſpirit. One of them had brought a cartridge-box from the magazine to the quarter-deck, and had ſat down on it to ſecure it from the ſparks of fire that were flying about; a ſhot came in at the ſtarboard gangway, and knocked away his combuſtible ſeat, and then diſmounted a larboard gun. The boy recovered himſelf inſtantly, got up, and after carefully wetting the powder that was ſcattered on the deck, ran for another cartridge, brought it to the ſame place, and reſeated himſelf with great compoſure, waiting till it was called for.

I do not mention theſe circumſtances as peculiar to the boys on board of the Swiftſure only, (for I am well informed that the ſame ſpirit of emulation and courage is common on board all our ſhips) but as a proof of the general ſpirit of our youngſters, who thus, at an early age, give ſuch ample promiſe of what may be expected from them when a few more years have matured their judgment.

I muſt here beg leave alſo to mention two inſtances, among many, of the healthineſs of the climate on the coaſt of Egypt. On board the Majeſtic a man loſt an arm and a leg, and ſuffered the operation of the trepan for a fracture on his ſkull; he recovered, and is now a penſioner at Greenwich hoſpital. A boy on board the Swiftſure was ſtruck on the head by a grape-ſhot, and was obliged to be trepanned *twice*, yet he recovered; as did alſo ſeveral others who had been deſperately wounded.

CHAPTER VIII.

Posta in riva del mar, ed ha vicine
Immense solitudini d'arena;
Le quai, come Austro suol l'onde marine,
Mesce il turbo spirante, onde a gran pena
Ritrova il peregrin riparo o scampo
Ne le tempeste de l'instabil campo. TASSO, Canto xvii.

ON the 30th of December the Swiftſure fell in with the Zealous and Lion off the tower of Marabou. We learnt that during the time we were in the Bay of Aboukir, a grand illumination had been exhibited by the French at Alexandria. The pharos, the minarets, and even Pompey's pillar, were brilliantly lighted up, and fire-works were diſplayed; all this was in honour of their new feſtival, the anniverſary of the founding the Republic. We perceived a material difference in the works around the town; they now bore a formidable aſpect. A large ſand-hill, that appeared to be at the back of the city, was completely fortified; and from its commanding ſituation, ſeemed capable of reſiſting any attack that could be made on it from inſurgents in the city. On Pompey's pillar the tri-coloured flag was hoiſted, and a ſoldier conſtantly on guard, who could, from that height, give early intelligence of the approach of an enemy.

The annexed drawing repreſents the caſtle at the entrance of the new harbour built on, or near, the ſpot where formerly ſtood the celebrated pharos, eſteemed one of the wonders of the world. The caſtle is a handſome building, adorned with towers at the corners, and a tall minaret, in the ſtyle of moſt of the Saracenic buildings in this and the adjacent country; behind it, on the right, is the ſand-hill above mentioned. From the caſtle to the main-land extends a long cauſeway over arches, and on the right of the whole is Pompey's pillar, with the French flag diſplayed on the top of it. On the left of the harbour, among the ruins of the ancient city of Alexandria, is the column known by the name of Cleopatra's needle. I could not but regret the circumſtances of the times, which prevented a nearer inſpection of theſe venerable remnants of antiquity; but they have all been ably deſcribed by thoſe celebrated travellers Norden and Pococke, and by ſeveral ſubſequent writers, as well as the French literati of the preſent day, ſo that nothing new could be ſaid on them.

The French had been buſy in rendering the caſtle more capable of reſiſting any attacks upon it; they had levelled the battlements on the lower part, and erected a battery of guns and mortars on the platform, with which they frequently annoyed us, as, in the courſe of our cruize, we ſometimes approached within the range of their ſhot.

The city is ſituated in the middle of barren deſarts of ſand, having on one ſide the lake Mariotis, which is nearly dry, and

a branch of the lake Maadie, or Aboukir, on the other. The appearance of the buildings of the new town is the ſame as is generally found where the Turks have been long ſettled, mean in their architecture, the ſtreets narrow, dark, and dirty.

On the 3d of January a ſail was diſcovered endeavouring to eſcape: ſhe was purſued and captured by the Lion, and proved to be a French corvette of 10 guns and 77 men, named Le Chaſeur: ſhe bore diſpatches from Bonapartè to the French Directory, which were thrown overboard and loſt.

We now often experienced thoſe heavy gales of wind that at this ſeaſon of the year do ſo much damage on the coaſt. The new port, being open to the ſea, is often a ſcene of dreadful devaſtation: if one ſhip drives from her anchors ſhe is ſure to run foul of another, which experiences the ſame fate, and communicates it to a third, till the whole are involved in the ſame deſtruction. The policy of the Turks was very inimical to the purſuits of commerce; for the old harbour, which is completely ſheltered from the effects of the weather, was appropriated only to the ſhips of Muſſulmen; the merchantmen of all other nations were obliged to run the hazard of the new and dangerous port.

On the 12th we fell in with the Fortune polacre from St. John d'Acre; from her we received a ſmall ſupply of wine and onions, but ſhe brought no live ſtock. Lieutenant Davis informed us that the plague had broke out afreſh at Rhodes, and that a French veſſel from Egypt, having on board her a

brother of General Bonapartè, had been captured by the Turks, and taken to the iſland of Scio. During his ſtay at Rhodes a ſlight ſhock of an earthquake was felt there.

While on the Egyptian coaſt we had frequent communications with the enemy. At one time the Commander in Chief ſent two officers to offer us a ſupply of vegetables: from our long cruize on this inhoſpitable coaſt, he concluded we muſt be in want of ſuch refreſhments; yet we had the ingratitude to think that his civility was only a cover for his curioſity; it was natural to ſuppoſe he wiſhed to know the ſtate we were in, and how we bore the privations attendant on ſuch a long and unprofitable cruize. Being aware of this, all poſſible civilities were ſhown to the French officers; and that they might be the better able to judge of our abilities to continue on that ſtation, they were conducted into the ſeveral parts of the ſhip, even to the lower decks. They could not conceal their ſurpriſe at the healthineſs of our people, the cheerfulneſs that appeared on their countenances, and the regularity and good order that reigned throughout.

In the courſe of converſation after dinner one of them remarked, that we had made uſe of unfair weapons during the late action, by which, probably, the Admiral's ſhip l'Orient was burnt; and that General Bonapartè had expreſſed great indignation at it. In proof of this aſſertion he ſtated, that, in the late gun-boat attacks, their camp had twice been on fire, occaſioned by balls of unextinguiſhable matter which were

fired from one of the Engliſh boats. Captain Hallowell inſtantly ordered the gunner to bring up ſome of thoſe balls, and aſked him from whence he had them. To the confuſion of the accuſers, he related that they were found on board of the Spartiate, one of the ſhips captured on the 1ſt of Auguſt.

As theſe balls were diſtinguiſhed by particular marks, though in other reſpects alike, the Captain ordered an experiment to be made in order to aſcertain the nature of them.

The next morning I accompanied Mr. Parr, the gunner, to the iſland; the firſt we tried proved to be a fire-ball, but of what materials compoſed, we could not aſcertain. As it did not explode, which at firſt we apprehended, we rolled it into the ſea, where it continued to burn under water; a black pitchy ſubſtance exuding from it till only an iron ſkeleton of a ſhell remained. The whole had been carefully cruſted over with a ſubſtance that gave it the appearance of a perfect ſhell. On ſetting fire to the fuſe of the other, which was differently marked, it burſt into many pieces; though ſomewhat alarmed, fortunately none of us were hurt.

People account differently for the fire that happened on board of the French Admiral; but why may it not have ariſen from ſome of theſe fire-balls left, perhaps, careleſsly on the poop, or cabin, where it firſt broke out? and what confirms my opinion on this head is, that ſeveral pieces of ſuch ſhells were found ſticking in the Bellerophon, which ſhe moſt probably received from the firſt fire of l'Orient.

On theſe occaſions we picked up ſome curious anecdotes that attended the invaſion and proceedings of the French armies in their progreſs up the country; among others, one that does not ſpeak highly for French gratitude. When the news arrived at Cairo of the capture of Alexandria by the Republican troops, a great fermentation took place in that city. There were many Franks[y] at that time there. Againſt the French, of courſe, the ſevereſt vengeance was denounced; and they would all inevitably have been murdered, but the humanity of the wife of Ibrahim Bey, a Mamaluk leader, ſaved them. Moved with pity for their ſituation, ſhe took them all to her houſe, and concealed them there till the arrival of the French army under General Bonapartè. The General, as well as the reſt of his followers, expreſſed their admiration at the conduct of this woman, but it did not ſave her from a heavy contribution levied on her huſband, which, as he was abſent with his Mamaluks, ſhe was obliged to pay.

An inſtance of ſummary juſtice occurred ſoon after the landing of the army, which was by ſome condemned, by others approved. A ſoldier was detected in taking a turkey from an inhabitant; General Bonapartè inſtantly ordered him to be ſhot. All this in military juſtice is allowable, where the ſame ſtrictneſs is obſerved towards the higher orders, but it is well known they plundered without controul.

[y] Chriſtians of all countries, are ſo called by the Mahometans.

A quarter-maſter of dragoons was tried for ſome crime by a court-martial, and was condemned by it to the gallies for life, agreeable to the conſtitutional law. When the ſentence was reported to Bonapartè, he broke all the officers of the court-martial, and ordered another to be aſſembled to try the criminal, having firſt made a law by which the crime of which the culprit was accuſed, ſhould be puniſhed with death. Being as before found guilty, he was condemned on this (ex poſt facto) law, and ſuffered death accordingly!

We were told from good authority, that not long ſince a conſpiracy amongſt the Turks was ſuſpected; General Bonapartè inſtantly introduced the new ſyſtem of domiciliary viſits, and, on ſearching the houſes, papers were found concealed in the trowſers of the ladies. Theſe papers, it was ſaid, diſcloſed a plot that had been formed to murder all the French that were at Alexandria; and on the ſame day, the ſame ſcene was to have been acted at Cairo.

On their firſt arrival at Alexandria, the French new modelled the laws and cuſtoms of the Turks (as they have invariably done wherever they have gained a footing); they formed a municipality, conſiſting half of Turks and half of French. It may be ſurmiſed, that the ſtory of the treaſonable papers found on the women was of the ſame kind with thoſe which have ſo frequently been fabricated by the revolutioniſts to anſwer particular purpoſes; be that as it may, the French ſoldiers ſearching the women, of courſe, gave great offence to the Mahometans.

Soon after the defeat of the French fleet in the Bay of Aboukir by Admiral Nelſon's ſquadron, the army of General Bonapartè at Cairo broke out into open rebellion, and declared they would not march a ſtep further; that they perceived they were brought to Egypt to be ſacrificed; and they even threatened to maſſacre all their officers. In this emergency, Bonapartè called out all the troops, and addreſſed them to the following purpoſe.

"My comrades and fellow-ſoldiers! when this expedition was decreed in France, I requeſted, and obtained, leave to chuſe my own ſoldiers. Whom did I chuſe but you, with whom I had ſo often fought; you, the brave army of Italy! Let me, therefore, requeſt you would not ſully the character you have always borne in the face of the world, but act with that attention to good order and diſcipline that has hitherto made you the firſt army of France; and here I engage, that every one of you ſhall return to France in ſix months, *or let my head be forfeited to your revenge.*"[z] This, for the time, had its effect, and diſcipline and good order were re-eſtabliſhed.

By the French we frequently were told of battles having been fought with the Mamaluks, in which ſometimes thouſands of the latter were ſtated to have fallen. This appeared very extraordinary to us, who had always been taught to believe that the greateſt number of the Mamaluk cavalry never exceeded 8000; and ſince the French arrived in Egypt, they had been

[z] So it would have been, had they caught him before he ran away from them in the year following.

divided, part of them being with Ibrahim Bey, who retired into the deſerts towards Syria, the reſt with Mourad Bey in Faioume.[a] The mode of attack of theſe brave, but ill-diſciplined troops, was extremely irregular; they advanced in ſmall parties, at full ſpeed, up to the bayonets of the enemy, who were drawn up in regular order to receive them. They firſt diſcharged their carbines, next their piſtols, and then made the laſt deſperate attack

[a] The following tranſlation of a letter, written by the unfortunate Admiral Brueys to his fleet, on receiving the news of the capture of Cairo, with the obſervations on it by an officer who was with the French army, will prove how widely they depart from the fact in relating the events of their ſucceſſes

LIBERTY—EQUALITY—*On board l'Orient, the 10th of Thermidor, the 6th year of the French Republic, (29th July 1798, only three days before the action in Aboukir Bay). Admiral Brueys, commander of the naval forces of the Republic in the Mediterranean, to the Naval Army.*

Long live the Republic! my comrades, our brave brethren in arms have obtained poſſeſſion of the city of Cairo, the capital of Egypt, in the defence of which the Beys had placed all their hopes and exhauſted all their reſources. *Ten thouſand* Mamaluk cavalry attacked our troops with impetuoſity, but were briſkly repulſed; *a thouſand* of them were cut to pieces, a much greater number drowned in the river, and all the reſt, ſtruck with the greateſt terror, put to flight, being almoſt all wounded. We have taken all their baggage, *three hundred camels*, and *more than three hundred horſes richly capariſoned.* General Bonapartè and General Vial, attended by their brave ſoldiers, took *the fort by ſtorm.* The city of Grand Cairo, which contains 400,000 inhabitants, has ſent deputies to meet the army. General Bonapartè made his entry there in the midſt of the acclamations of the people. The capture of this city inſures to us the conqueſt of Egypt, and adds one of the fineſt palms to the trophies of our victories. May we, my companions, be ſo fortunate as ſoon to find an opportunity of diſtinguiſhing ourſelves at ſea by *a complete victory over the Engliſh.* Long live the French Republic! Long live the French People!

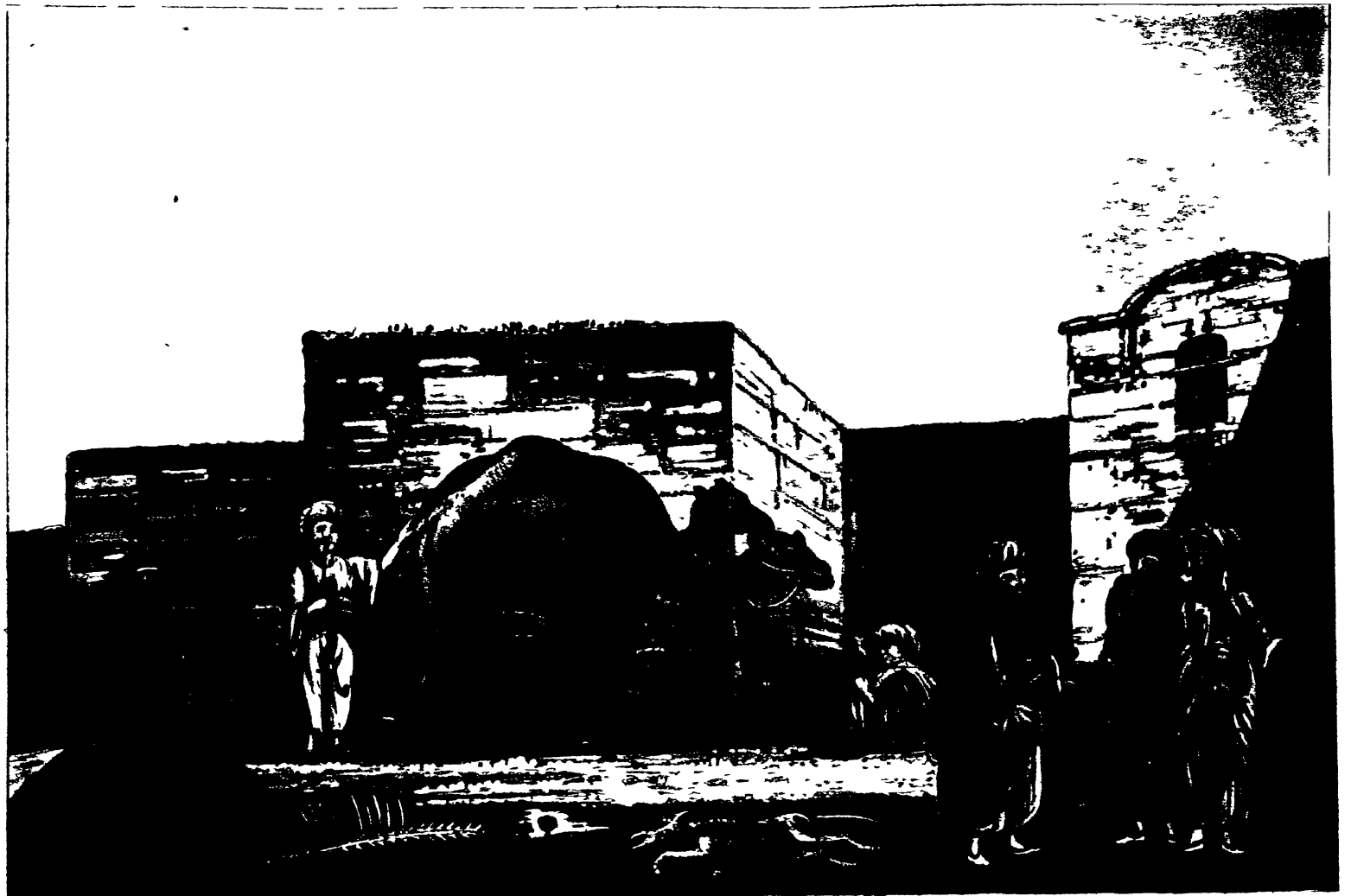
Obſervations on this letter by an Officer who accompanied the army.

The city of Cairo *was not defended. Four thouſand Mamaluk cavalry,* under the command of Mourad Bey, attacked the different diviſions formed in a ſquare battalion, but were repulſed. Their loſs both in drowned and killed by the cannon and muſketry amounted to *four hundred.* I am ignorant of the number of the wounded, becauſe they carried them all away with them. A retrenchment, which was only a little ditch with ſome cannon planted behind it, was taken, as were alſo about *ten camels and fifty horſes.* The army entered into the city of Cairo on the next day without meeting with any reſiſtance.

with the ſabre; after which they wheeled about and retreated as faſt as they advanced. In this deſultory mode of attack they were open to every diſadvantage: in the firſt place, they had no covering artillery, but were themſelves expoſed to that of the French, which is allowed to be the beſt in the world; and on their near approach they were received by a ſteady fire of muſketry, whilſt their own aim on horſeback, and at full ſpeed, muſt be very imperfect; but if, eſcaping theſe dangers, they came to cloſe quarters, the bayonets of the French could not protect them from the force and ſkill of the Mamaluk ſabre, which bearing before it every reſiſtance, hewed down all that came within its reach. The French officers who came to us, reported that the ſtories we had heard of the ſkill and power of the Mamaluks with the ſabre were literally true, and that if they were diſciplined according to European tactics, they would be the fineſt cavalry in the world. The mode in which they are exerciſed to the uſe of the ſabre is curious; bags ſtuffed hard with cotton, are placed upright the height of a man, and till a ſoldier can cut through one of theſe with a ſingle ſtroke, he is not accounted a ſkilful Mamaluk.[b]

On the 19th of January, the Commodore ordered the Swiftſure to proceed to St. Jean d'Acre to procure proviſions, for

[b] The Mamaluk, in action, wears a metal helmet under his turban, having ſtrong bars of iron to draw down and guard his face from the ſtroke of the ſabre. Under his cloak he has a quilted jacket lined with ſteel net-work that will reſiſt the ſharpeſt ſword and almoſt turn a bullet.



Cooper Willyams del.

T. Cole sculp

A Street in Cairo

which the whole ſquadron was now in great diſtreſs, and we accordingly made ſail for that place.

On the 22d, by break of day, we deſcried Mount Carmel, and in the afternoon anchored in the centre of the ſpacious Bay of Acre. The plague, which raged at St. Jean d'Acre, prevented any further communication with the ſhore on that ſide than was abſolutely neceſſary to procure proviſions and water;[c] but I ſaw enough of that place to raiſe my aſtoniſhment at the gallant defence it made a few weeks after, when a band of Britiſh ſeamen and marines under Sir Sidney Smith, with the Turkiſh garriſon, were ſucceſsful in defending thoſe rotten and ruined walls againſt the flower of the French army; and that army under the command of one of the moſt ſucceſsful Generals of the age. The next day we anchored nearer the ſouthern ſide of the Bay, about a mile and a half from the town of Caiffe, which is ſituated at the foot of Mount Carmel. This place has by far the moſt miſerable collection of human habitations I ever beheld: it is nearly ſquare, and ſurrounded with a high wall of no great ſtrength; at the corners are ſquare towers, and at the entrance from the ſea-ſhore is a tolerably well built caſtle. The ſtreets exhibit a frightful ſpecimen of human miſery, being very narrow and full of mud; and to add to the

[c] The Honourable Lieutenant Eylmer, who commanded the watering party, informed me, that in the crowd that came down to the ſhore, was our old acquaintance Hadji Haſſan, the Arab, who was left here by the Haptap, which ſhip had ſailed for Cyprus. Poor Haſſan ſeemed very happy to ſee an officer of the Swiftſure; and, notwithſtanding the orders to the contrary, preſſed forward to ſhake him by the hand. He now gained a livelihood by ſelling ſherbet about the ſtreets.

diſagreeable picture, dead carcaſſes of dogs, horſes, or camels, were ſuffered to rot in the public ways without being removed. The houſes are all flat-roofed; moſt of them have neither floors or windows, and, in fact, are no better than hovels. In a ſmall area before the houſe of the Governor, was a train of artillery, chiefly howitzers, or carronades, mounted as field-pieces. They were of braſs, and neatly finiſhed.

We haſtened to enjoy a ramble into the adjacent country: proceeding out of the weſtern gate, we turned to the left, and aſcended the hill which riſes immediately behind the town. At the diſtance of a quarter of a mile we arrived at a ſquare caſtle, with only one ſmall entrance, and quite unornamented by architectural embelliſhments. It appears to have been formed more for the purpoſe of overawing the town than of defending it. From thence we continued to aſcend through a grove of olives till we arrived at a ſteep and rocky path, by which we, at length, reached the top of Mount Carmel.

From this height we had a delightful view of the ſurrounding romantic country.[d] Directly under us appeared the town of Caiffe; to the right extended a level plain of apparently rich land, watered by the rivers Belus and Kiſhon, and bounded by the mountains of Nazareth.[e]

[d] I made a ſketch of the ſcenery deſcribed; an engraving from which is here given.

[e] It was not poſſible to view this country without calling to mind the wonderful events that have occurred in it at various periods from the earlieſt times; more particularly, the ſacred life and hiſtory of our Redeemer, preſſed foremoſt on our minds. One thing ſtruck me in the form of the houſes in the town now under our view, which ſerved to corroborate the account of former travellers in this country,

Cooper Williams del.

I. C. Stadler sculp.

The Abbey of [illegible] from the Top of Cirmel

On the northern ſide of the Bay, on the ſea-ſhore, is ſituated the city of St. Jean d'Acre; above which, among the mountains, we perceived a large caſtle, but could learn no account to whom it belonged; it had very much the appearance of thoſe ſtrong holds we read of in romances. Over theſe mountains, at the diſtance of twenty miles, the towering heights of Mount Lebanon raiſed their ſnowy heads. The ſummit of Carmel, though perfectly wild and uncultivated, had its peculiar beauties. Small graſs-plots of the fineſt herbage were ſurrounded by flowering ſhrubs of various kinds; among which the arbutus and dwarf-oak bore a conſpicuous character. The acorns of the latter feed the wild boars, which are numerous in this country. Of theſe animals we were fortunate enough to procure two, which, when brought on board, proved a delightful repaſt to men who had been at a ſhort allowance of ſalt proviſions for ſix weeks, and to our palates were preferable to the fineſt veniſon. Whether it was that circumſtance or not, I cannot undertake to determine, but we certainly

explaining ſeveral paſſages of ſcripture, particularly the following. In Matth. ch. xxiv. v. 17, our bleſſed Saviour in deſcribing the diſtreſſes which ſhortly would overwhelm the land of Judea, tells his diſciples, that "when the abomination of deſolation is ſeen ſtanding in the holy place, let him (ſays he) which is on the houſe-top not come down to take any thing out of his houſe, but fly," &c. The houſes, in this country, are all flat roofed and communicate with each other; a perſon there might proceed to the city walls and eſcape into the country without coming down into the ſtreet. Though I am aware that it may be objected that this and moſt of the places now exiſting are of a much later date than the times when this prophecy was pronounced; yet as the dreſs and appearance of theſe people have ſuffered little change, ſo, in all probability, the general form of the buildings has been tranſmitted, and, though meanly, copied.

thought the fleſh had much more the flavour of veniſon than of pork.[f]

But to return to Carmel: the weſtern extremity extends towards the ſea, where it terminates in an abrupt point, on which is a monaſtery of Carmelite monks, that takes its name from the mountain. This monaſtery is the parent ſtock of the religious houſes bearing the ſame appellation in Europe. Beyond this point, the Mediterranean ſea preſented an expanſe of water farther than the eye could reach. After enjoying the proſpect which the ſcenery around us ſo amply afforded, we deſcended towards the eaſtern ſide of the town; near the baſe of the mountain we came to ſeveral caverns, which by the natives are called the Seven Caves; they appear to have been the foundations and undercrofts of ſpacious buildings, of which, except theſe hollows, not a veſtige remains. They are now the habitations of profligate women, who are never admitted within the walls of the town. As the Turkiſh army was collecting in the neighbourhood, we ſaw ſeveral of theſe women with the Turkiſh ſoldiers, and as they were the only Mahometan females we ever ſaw without their veils, they became objects of curioſity. Of two, that were near theſe caves, one ſeemed to poſſeſs a certain degree of beauty; but in order to render their eyes more brilliant, a dark line was drawn round the edge of each eye-lid: to our ſight it had the con-

[f] The Greeks who were employed to procure theſe animals, having firſt cut off their heads, were obliged to cover them with a cloth as they brought them down to the boats, for the Mahometans hold them in the greateſt abhorrence.

Caiffe and Mount Carmel.

London: Pub. by J. White Fleet Street, 1801.

trary effect.[g] Their hair, which was very long and black, was braided in a curious manner, and the nails of their fingers were dyed of a pink colour.

We next entered into a ſpacious burial-ground, extending from the eaſtern gate of the town for ſeveral furlongs; from hence we walked through ſome gardens, or grounds that appeared occaſionally to have undergone a partial tillage, and were watered by wells at ſhort diſtances from each other, which ſupplied ciſterns with freſh water, from whence it was conveyed by low aqueducts, or troughs, to the roots of the vines and fig-trees, which were in great abundance; as alſo ſome fine date-trees: at the foot of one of them I ſat down and took the annexed ſketch of the town of Caiffe, and adjoining ſcenery. The climate of this country may be eſtimated by the general appearance of vegetation at this ſeaſon of the year.[h] The trees were again putting forth freſh buds, and the graſs on the ſides of the hills was in high verdure; the weather was warm and pleaſant. Between the gardens and the ſea is a ſandy plain which ſurrounds the Bay; on which is the high road from Caiffe to Acre: the multitudes of paſſengers, chiefly ſoldiers, paſſing between us and the ſea, ſome on horſeback, others on camels, or on foot, formed a pleaſing variety in the landſcape. The plague, which I before ſaid was now in the latter town, ſeemed to make little or no impreſſion on the

[g] This mode of painting on the edge of the eye-lids is common throughout the Eaſt. By the Turks the compoſition uſed for that purpoſe is called ſurmè.

[h] The 25th January.

people of the country, who reſorted thither as uſual, unconſcious or careleſs of the danger of infection. It is no wonder, therefore, that this dire ſcourge ſhould extend itſelf in a ſhort time over the face of a country where ſo little care is taken to prevent it. On our return to the town we paid a viſit to the monks of the monaſtery of Carmel, who had been driven from their reſidence by the Turkiſh ſoldiery. We ſaw only two of them, who were Italians. The prior was juſt dead of the plague; and theſe poor monks were in a miſerable hovel, deſtitute of every comfort. However miſtaken may be the zeal of theſe men, we cannot but admire their fortitude. Baniſhed from their homes, and reſident among a ſavage people, by whom they are objects of ſcorn and deriſion for their faith; they are beſides expoſed to the rapacity of the government, which frequently raiſes heavy contributions on them, at leaſt, as much as they can pay; and oftentimes turns them out of their retreats to ſuit its own convenience.

On our return on board the Swiftſure we found ſeveral large boats alongſide, loaded with rice and other articles, which Dgezzar Pacha, the governor, had ſent as a preſent. We alſo received ample ſupplies of live ſtock,[1] ſheep, and bullocks; and our boats were buſily employed procuring water at Acre, the Pacha having appointed a guard to protect them from any

[1] The Captain alſo procured ſeveral milch-goats, which had a very peculiar appearance: the ears are pendulous, and of an extraordinary length; I meaſured one of them, and it was two feet long. The body was covered with ſhaggy black hair like the goats of Europe, the head was like a ſheep, the horns black, ſhort, and bent downwards.

interruption from the natives; and when our officers waited on him, ſome Janiſſaries cleared the ſtreets as they paſſed, that no infection might be communicated to them. The Pacha[k] is a venerable old man, with a beard as white as ſnow, yet he poſſeſſed great activity, both of mind and body, and ſeemed to be endowed with a much larger ſhare of energy and ſpirit than characteriſed the generality of his countrymen; but, on the other hand, he was cruel and oppreſſive in the extreme: ſeveral circumſtances happened at the time we were there, that ſufficiently proved the former; and from Mr. Malagaba,[l] our conſul, we learnt, that lately he had put to death the whole of the officers of his cuſtoms, whom he ſuſpected of defrauding him in collecting his revenues. His mode of puniſhment was very ſummary; the unhappy objects of his ſuſpicion, to the number of fifty-nine, were drawn up on the ſtrand where his cavalry uſed daily to exerciſe; and on a ſignal given, the ſoldiers attacked them with their ſabres, and ſlew them all, leaving their mangled carcaſes expoſed on the beach. We were alſo told, that lately, in a fit of jealouſy, he had put to death all his wives: a Frenchman having penetrated his haram was the cauſe; fortunately for him he eſcaped.

The city of Acre has at different periods borne various names, as Acco, Acca, and Ace. Having been enlarged and beautified by Ptolemy the Firſt, it was called Ptolemais; but,

[k] Dgezzar had lately received the Grand Seignor's firman, creating him governor of all Syria, and commander in chief in Upper Egypt.

[l] The perſon acting as Britiſh vice-conſul here is an Italian.

as it ſeems the Turks have invariably diſcarded both Greek and Roman names, it now goes by its ancient appellation of Acco, or Acra. The Knights Templars of St. John of Jeruſalem were put in poſſeſſion of this, their laſt retreat in the Holy Land, by Richard Cœur de Lion; from them it is now, by Europeans, called St. Jean d'Acre. They gallantly defended it for a long time againſt the Saracens; but, at length, oppreſſed by ſuperior numbers, the place was taken by aſſault, and a moſt horrible carnage enſued.

It was in this city that our Prince, afterwards Edward the Firſt, was wounded by a poiſoned weapon, and, as we are told, owed his life to the affection of Eleanor his wife, who ſucked the venom from the wound. It was here alſo that a convent of nuns immortalized themſelves in defence of their virtue by an act of heroiſm ſcarcely credible: when the city was taken by the Mahometans in the year 1291, the lady abbeſs called her flock together, and propoſed to them to excite horror rather than deſire in the breaſts of the Barbarians, who had juſt entered the town, by diſfiguring their faces, and ſhe herſelf ſet the example. When the ſoldiers entered the monaſtery, and inſtead of beautiful virgins, as they expected, found only objects of diſguſt, with faces mangled and deformed, their luſt was converted into rage, and, in their diſappointed fury, they put them all to death.

As Jeruſalem was only three or four days journey from Acre, I obtained leave from Captain Hallowell to proceed

thither, but it was firſt neceſſary to obtain permiſſion from the Governor. Mr. Malagamba, who acted as Britiſh conſul, was conſulted on the occaſion; he promiſed to ſpeak to Dgezzar on the ſubject: he ſucceeded in obtaining his approbation, and a promiſe that he would appoint two Janiſſaries to accompany me. I had provided a Turkiſh habit, and ſuffered my muſtachios to grow; and though I much wiſhed to have a companion of my own country, yet an eager deſire to behold a place ſo celebrated, determined me to proceed. The following day, however, the conſul prevented the journey; he had diſcovered that Dgezzar ſuſpected I was a Frenchman, nor could any thing he urged in my behalf, perſuade him to the contrary. This curious old man profeſſed magic, and declared he was not to be deceived; with ſuch a prepoſſeſſion againſt me it would have been madneſs to proceed, and I reluctantly gave up the attempt.[m] Indeed the many inſtances we daily ſaw of the ſeverity of the Pacha, afforded ſufficient cauſe to dread the worſt effects from his ſuſpicions. Among the people, who brought off rice and other proviſions to us, were many who bore the marks of his vengeance: ſome of them had ſuffered amputation of one hand, others were deprived of an eye, or had their noſes ſlit, or ears cut off; one poor wretch had recently been entirely deprived of his ſight.

[m] As, from ſubſequent events, it appears that the French army under Bonaparte was at this inſtant on its march to Syria, it is fortunate for me that I did not attempt the journey, as, in all probability, I ſhould have fallen into their hands, if I had eſcaped the poignards of my guides.

Being thus circumſcribed in my progreſs, I was reſolved, however, to ſee as much as was poſſible: accordingly, I again landed at Caiffe with Captain Allen and Lieutenant Witts of marines. We proceeded towards the promontory of Carmel, Signior Salina, the vice-conſul's deputy, being with us. In our walk we paſſed by a field then under tillage: a neat old man, who ſeemed to be the farmer, was overlooking his plough, which was then turning up the glebe; at the ſame time a Turkiſh officer coming up and entering into converſation with Salina, I made the ſketch which is here given. We proceeded by olive groves till we began to climb the rugged path leading to the monaſtery, which, I before obſerved, is ſituated on the weſtern point of Carmel; we found it occupied by a detachment of the Turkiſh army, who had miſerably defaced it: part of the chapel was deſtroyed, and only the walls remained. It is a large handſome building, capable of containing from thirty to forty monks. Under the chapel was the cave of Elijah, which we entered, and found it was in its original ſtate, being a ſimple excavation in the rock; in one corner a ſmall altar was erected by the monks: the Turks, who alſo reſpect the memory of Elijah, had left this place as they found it.

After taking on board a plentiful ſupply of rice, and alſo a number of oxen,[n] which, in general, were very ſmall, we ſailed from the Bay of Acre on the 28th of January. The wind

[n] Theſe oxen were ſo ſmall that ninety-ſeven were taken on board the Swiftſure; they were generally not ſo large as a common Engliſh calf. Many of them, though full grown, weighed only ſixty pounds.

being unfavourable, it was ten days before we came in ſight of our ſquadron off Alexandria; and, to our ſurpriſe, perceived no leſs than eight ſail, five at anchor, and three under weigh. We were ſhortly joined by the Theſeus, Captain Millar, who gave us the pleaſing intelligence that Commodore Troubridge, in the Culloden, had arrived; and that the Zealous and Swiftſure were to be relieved from their long and weary cruize on this unproductive coaſt."

" In the fifth chapter, page 90, I mentioned the arrival of his Majeſty's ſhip Lion of 64 guns, off Alexandria. She was commanded by Captain Manley Dixon. This ſhip had been diſpatched by the Earl of St. Vincent to reinforce Admiral Nelſon's ſquadron.

On her paſſage up the Mediterranean on the 5th July, ſhe fell in with a ſquadron of four large Spaniſh frigates.

At the time the enemy were firſt diſcovered, the Lion was ſteering eaſt under a preſs of ſail. Captain Dixon inſtantly reſolved to bring them to action in the cloſeſt manner poſſible, and communicated the ſame to his officers and ſhip's company, which being received with the moſt cheering ſymptoms of ſatisfaction by all, he took in ſtudding-ſails and cleared for action. At a quarter paſt eleven the action commenced with a heavy cannonade on both ſides. The third frigate from the van having loſt her foretop-maſt, Captain Dixon thought that by directing the principal aim of his attack againſt her he ſhould ſecure a general action, ſuppoſing that the noble-minded Spaniard would never leave a friend in diſtreſs: ſteering therefore for the crippled ſhip, which was now become the ſternmoſt in the line of battle, the other three frigates tacked in ſucceſſion, and paſſed the Lion very gallantly within muſket-ſhot; but as their line after tacking was by no means a cloſe one, they each received a well-directed broadſide from the Lion; the good effect of which was very viſible by their ſtanding a conſiderable time on the ſame tack.

Captain Dixon ſtill continued to purſue the ſame ſhip he had before made his principal object; which ſailing nearly as well as the Lion, did much damage to her rigging by her ſtern chaſes. The three other frigates made a ſecond cloſe attempt to ſupport her, but not ſo cloſe as the former, and were each fully repaid by an exchange of broadſides. At length the Lion cloſed with the crippled ſhip, pouring in a deſtructive broadſide, the yard-arms being juſt clear of each other. At this period the Lion having all her braces, bow-lines, clue-garnets, &c. ſhot away, and her ſails cut to pieces, was rendered totally ungovernable. The three frigates made one more effort to protect and cover their diſtreſſed conſort, but in vain. The Lion being at length by great exertions and labour brought round on the ſame tack with the frigate, which had now ſtruck her colours and ſubſtituted the Engliſh enſign in their place,

Captain Dixon took poſſeſſion of her in the face of the three remaining frigates, who were diſtant about two miles on the weather-bows.

The frigate captured proved to be the Dorothea of 42 guns and 370 men, commanded by Don Manuel Gerrard. From the priſoners Captain Dixon learned that the frigates that eſcaped were the Pomona of 42 guns and 350 men, Felix O'Neil commodore, Don Francis Villamil commander; Caſilda of 42 guns and 350 men, Don Deam Errara captain; Proſerpine of 42 guns and 350 men, Diag Bial captain. They had all ſailed from Carthagena on the 8th inſtant on a cruize.

CHAPTER IX.

Illi robur & æs triplex
Circa pectus erat, qui fragilem truci
Commisit pelago ratem
Primus ..... Hor. lib. i. ode 3.

The ſhips that had arrived with Commodore Troubridge were the Theſeus, Captain Millar, the Perſeus, Captain Oſwald, and the Bulldog, Captain Drummond; the two latter were bombardes, and were ſupplied with heavy iron mortars of a new conſtruction.

On the 10th of February ſix veſſels came out of the harbour of Alexandria and ſeveral dgermes; the latter eſcaped to Roſetta, the former were brought into the ſquadron by the Bulldog. The following day ſome of them were ſent in again; from thoſe detained, we learned that the French daily loſt from thirty to forty men of the plague.

The Bulldog and Perſeus[p] twice bombarded Alexandria, which ſo alarmed the ſhips in the harbour, that ſeveral of

[p] Theſe veſſels ſtood towards the town as the evening cloſed, and threw in their ſhells as they proceeded: by ſhifting their ſituation the enemy's ſhot never hit them; but in the attack on the ſecond night, the mortar on board the Perſeus burſt, killed and wounded ſeveral of the crew, and nearly carried away the main-maſt; ſhe was of courſe rendered for the preſent unfit for further ſervice of this kind.

them came out; among the reſt, the Turkiſh Caravella of 64 guns, bearing an admiral's flag. As intimation of ſome Frenchmen being on board her had been communicated to our Commodore, the Turkiſh Admiral was interrogated on the ſubject,[q] and, at length, acknowledged that the pilot was a Frenchman, and that one of the ſçavans charged with a ſecret commiſſion from Bonapartè, was alſo in the Caravella. Captain Hallowell was directed to bring him on board. On entering the ſhip he found ſeveral perſons, apparently Turks, ſmoaking their pipes in the cabin: from a hint he received, he ſeized one of them and declared he was a Frenchman; which, after ſome heſitation, the other in great alarm confeſſed; and he was taken on board the Culloden. He proved to be Monſieur Beauchamp, who had for a long time reſided in different parts of the Ottoman dominions, and was perfectly maſter of the language. Bonapartè had directed him to uſe his endeavours to induce the Sublime Porte to enter into terms of amity with the French; and at the different iſlands he ſhould touch at, in his voyage to Conſtantinople, he was to try to perſuade the governors to ſend proviſions and other neceſſaries to the French army in Egypt, and to induce them to enter heartily into the French cauſe. As his miſſion was of ſuch dangerous import, it was thought right to ſend him to Conſtantinople, and the

[q] The Turkiſh admiral had engaged to convey Mr. Beauchamp with ſecrecy to Conſtantinople, and had left his own ſon and ſome of his principal officers as pledges of his good faith; the perilous ſituation in which he had left them, and the danger they were expoſed to by the diſcloſure he made, ſeemed to have very little effect on his mind.

Swiftſure was directed to carry him to Rhodes, from whence he would be forwarded by Haſſan Bey.

The ſame day that the Turkiſh line-of-battle ſhip came out, a flag of truce alſo came from Alexandria: Captain Barri, a French naval officer, was in the boat. As it was known that the plague was in Alexandria, the boat was not allowed to come alongſide, and the communication was carried on by word of mouth from the ſtern of the ſhip.

On the 14th of February the Swiftſure ſailed from the coaſt of Egypt, having the Turkiſh Caravella and two Greek veſſels in company; but the Turk proved ſo bad a ſailer, and leaky withal, that we were obliged to bear up for Cyprus.

On the 17th we anchored in the Bay of Limeſol, to the eaſtward of Cape de Gatte; here we found our old acquaintance the Haptap: that unwieldy machine (for it hardly deſerved the name of a ſhip) had firſt made the Bay of Acre, and next came to this place; but as the weather was now daily growing worſe, and Hamet the captain had diſpatches for the Porte, he left his ſhip here at anchor, and proceeded to the coaſt of Caramania, from whence he went by land to Conſtantinople. Soon after our arrival a Turkiſh ſhip came into the Bay, and anchored near us; her commander came on board, and reported that he was one of three ſhips which had ſailed *three months ago* from Smyrna loaded with proviſions and ſupplies for our ſquadron off Alexandria; he further ſtated, that four days ſince he was off Alexandria, but ſeeing nothing of our ſquadron, he had

bore up for this iſland. The fact is, that long ere he made the coaſt of Egypt, and, conſequently, before he could diſcern our ſquadron, his fears had impelled him to return, leſt he ſhould meet a French cruizer. This is one among very many proofs we had of Turkiſh indolence, cowardice, and imbecility. Whenever Egypt is in their power again, unleſs they have better protectors than their own troops and navy, the French, or any other nation ſo inclined, may once more make themſelves maſters of it. As ſoon as we anchored in the Bay Mr. Gamble, the purſer, went on ſhore to procure wine and bread for the ſhip; heavy ſqualls prevented the ſupplies coming off with the uſual expedition.

On the 19th the weather grew worſe, there was a great ſwell, and the Turkiſh man of war rode heavily: at length ſhe gave the ſignal of diſtreſs by firing ſeveral guns; on which Lieutenants Eylmer and Mudge, with a carpenter, were diſpatched to her aſſiſtance. At three o'clock p. m. the gale increaſed, and we drove at our anchors; but, at length, brought up again in thirty-ſeven fathoms. In the evening the gale ſubſided, and we learned that the Caravella was ſafe, but as the leak gained upon her in the late gale, the Turk was ſo alarmed that he had given her up for loſt, and fired the ſignals of diſtreſs as before mentioned.

Limeſol is a ſmall town built of brick, or clay, that appeared to have been dried in the ſun; it has a ſquare caſtle, and a ſmall open battery on the beach. About two leagues to the

eaſtward of the town are ſome ruins which now bear the name of Old Limeſol, but are ſuppoſed to be the remains of the city called Amathus, in which was a temple to Venus, the tutelar goddeſs of the iſland, and which was alſo the capital of the iſland. Hiſtory tells us, that Richard the Firſt of England being on his journey to the Holy Land, was refuſed permiſſion to take in water at this place. On his return he took Iſaac, king of the iſland, priſoner for this indignity, and ſent him in ſilver chains to Tripoli. Mulberry trees and vineyards abound here, and the beſt wine in the iſland is the product of the environs of Limeſol.

On the 20th I landed with Captain Allen, and, after paying our compliments to the vice-conſul, who was an aged blind Greek, we rambled into the country. Paſſing the gardens and orchards immediately ſurrounding the town, we came to an open plain through which a ſmall river glides; but, like moſt of the rivers in this country, it was little more than a chaſm formed by the torrents which, in rainy weather, are precipitated from the mountains. On theſe plains large flocks of goats and ſheep were feeding; the former are very beautiful animals, ſpotted like leopards, with ſhorter hair than thoſe of Europe. The latter are remarkable for the ſize of their tails, which, near the body, are ſometimes nine inches or a foot broad, and weigh from five to twenty pounds. The fat which compoſes this maſs is firm and well taſted. The ſhepherds attending them were Greeks. Beyond the plain aroſe ſome high moun-

tains; and towards the centre of the iſland is one called Mount Olympus. But of the beautiful nymphs, celebrated by ancient poets, we ſaw none. The race, if not extinct, is carefully concealed from public view.

On the evening of the 19th we ſailed from Limeſol, leaving the Turkiſh Admiral in the Bay.

On the 22d the high mountains on the continent on the coaſt of Caramania came in view, and the next day we ſaw Cape Celidonia.

On the 24th the iſle of Rhodes was deſcried at a great diſtance. The wind being unfavourable, we made but ſmall progreſs. On the following day a ſail appeared in ſight, and proved to be the Tigre of eighty guns, commanded by Sir Sidney Smith, bearing a broad pendant. Captain Hallowell, who went on board and dined with the Commodore, informed us on his return, that Sir Sidney Smith was on his paſſage from Conſtantinople, where he had arranged a plan of operations with the Sublime Porte for a mutual co-operation againſt the French in Egypt, whither he was going to take the naval command. He was alſo inveſted with the rank of Miniſter Plenipotentiary from England to the Porte. In the evening we parted company, he proceeding towards Alexandria, and we making ſail for Rhodes, where we arrived on the 2d of March.

It being the faſt of the Rhamadan, the city bore a very different appearance to what it did when we were there before: the ſhops were now ſhut up, and a general gloom appeared;

the moſques were daily crowded by the devotees of all ranks. After waiting on the Governor, and the Captain having informed him of the priſoner he had brought with him, we returned on board.

On the following day I accompanied Lieutenant Eylmer to Haſſan Bey, taking Citizen Beauchamp with us. At firſt the old Turk ſeemed to be very much enraged againſt him; but his brow ſoon ſmoothed by the Frenchman entering into converſation with him in his native language, and we left Monſieur Beauchamp leſs oppreſſed with terror than he was at firſt; the idea of being put into the hands of the Turks having given him the greateſt alarm. Captain Hallowell alſo humanely made intereſt with the Bey, that he ſhould be treated with kindneſs till he could be ſent to Conſtantinople. Monſieur Beauchamp had a large ſum of money about him, which was concealed in his girdle, and amounted in gold ſequins to about ſeven hundred pounds, which he declared was his private property. To ſecure it from the rapacity of the Turks, the Captain counted out the money before the Bey, and at the ſame time wrote a letter to Mr. Smith, the Britiſh miniſter at Conſtantinople, appriſing him of the circumſtance, that the priſoner might not be deprived of it on his paſſage, or be prematurely made away with for the ſake of his treaſure. I am ſorry to add that we afterwards learned that the money was not his private property, but allowed him by Bonapartè for the purpoſe of inducing the Turks to declare againſt us, as it is well known that

a bribe is a powerful ſtimulus to gain the friendſhip of the Turk.

We found the gun-boats (lately with us in Aboukir Bay) now laid up in the harbour. An alteration had been made in the conſtruction of one of them at the ſuggeſtion of Sir Sidney Smith, in order that the gun might be lowered into the hold, to enable her to make a voyage with greater eaſe and ſafety; for it was found that the great weight of it in the fore part of the veſſel made her very unſafe in a heavy ſwell. The Bey had promiſed they ſhould all be altered to the ſame pattern, but nothing had been done; nor did it appear that any exertions were making to haſten the equipment of the promiſed flotilla, which the Turkiſh government had ordered to be immediately forwarded from hence, to act under the direction of the Britiſh commander. On Monſieur Cilgrin[r] remonſtrating with the Bey on the ſubject, he replied, that it was true he had promiſed Sir Sidney Smith that every thing ſhould be got ready with expedition, but, ſaid he, the Porte promiſes me many things without performance, and I, in like manner, *promiſe* every thing.

While we were ſtanding in the court-yard of Haſſan Bey's palace two curious figures made their appearance; they were dreſſed in white woolen dreſſes, having caps of an odd form

[r] Monſieur Cilgrin is a Swede, who, with his countryman Major Klinthebert, is employed by the Porte to ſuperintend the building of ſhips of war. They are both gentlemanly well informed men; and, during our ſtay at Rhodes, paid us the moſt marked and polite attention. The former wore the Turkiſh habit, but his friend was diſtinguiſhed only by his muſtachios.

Cooper Williams del.t

J.C. Stadler sculp.t

Hassan Beys Palace at Rhodes.

London Pub.d by I. White, Fleet Street 1801.

ornamented with tufts of wool: each had a ſtaff in his hand, and a calabaſh for water at his girdle. We were told that theſe men were begging ſaints called Fakirs; they freely came into any houſe they choſe without invitation, and were always received with reverence, and diſmiſſed with preſents. In the view annexed I have given a drawing of the figures as they ſtood before me while I made the ſketch.

Before we returned on board we called on Monſieur Beauchamp, who was comfortably lodged in the houſe of Muſtapha, the Viſier, or miniſter of Haſſan Bey. He expreſſed his gratitude to the captain for ſecuring him a ſituation ſo much eaſier than he expected, as the leaſt he feared was to be confined in irons.

Taking leave of him, we returned on board; ſailed from Rhodes, and ſhaped our courſe for Europe, after a cruize of ſeven months and four days in theſe ſeas, from the period of the action in Aboukir-Bay. A fair wind bore us rapidly paſt the ſouthern coaſt of Candia, the high moutains of which, with Mount Ida in the centre of the iſland, were covered with ſnow. But ſoon the gale increaſed; and towards the evening of the 7th, the violence of the ſtorm was ſuch as to endanger the ſhip, which laboured much and rolled heavily in the trough of the ſea, that now roſe in mountains round us. The larboard quarter gallery was ſtove in during the night, and it was found neceſſary to put up the dead lights leſt the windows of the ward-room ſhould ſhare the ſame fate. We now lay-to under

ſtorm ſtay-ſails, yet were rapidly carried forward to the weſtward. On the 9th the gale ſubſided, but towards evening again increaſed.

The following day, however, the weather cleared up, and we found ourſelves off the entrance of the Adriatic, where we ſpoke a Swediſh brig loaded with pepper, bound from Leghorn to Bari, a town of Naples, in the Gulf of Venice. The maſter of her ſaid he had been boarded by the crew of a French row-boat privateer near Leghorn, who had plundered him of his charts and clothes. The day after land appeared in ſight, which proved to be Cape Paſſero; and in the evening we entered the Bay of Syracuſe. The ſon of the governor came off to us, and gave an account of the late revolution that had taken place at Naples, which was now in the poſſeſſion of the French. Their Sicilian Majeſties had retired from thence under the protection of Lord Nelſon[a] to Palermo, where they held their court. The ſame day the Captain ſent diſpatches overland to Palermo, giving an account to Lord Nelſon of his arrival in this port.

On the 18th the Culloden, with the Seahorſe, came into the harbour; and the day following the Bulldog and Perſeus arrived.

[a] Rear Admiral Sir Horatio Nelſon, K. B. was now raiſed to the peerage by his Sovereign for his gallant ſervices in the late action of the Nile, by the ſtile and title of Baron Nelſon of the Nile, and of Burnham Thorpe, in the county of Norfolk; and his Majeſty has ſince conferred on him the dignity of Viſcount, with remainder of the barony, firſt to the iſſue male of his father, and afterwards to the iſſue male of his ſiſters, Mrs. Bolton and Mrs. Matchem. The remainder of the viſcounty of St. Vincent has been in a ſimilar manner extended to the ſiſter of the Earl, and her ſons and daughters.

On the 15th they all ſailed for Palermo, leaving the Swiftſure to take in ſome bullocks and other live ſtock.

On the 16th the Swiftſure ſailed from Syracuſe, and had no ſooner left the port than ſhe was again aſſailed with heavy gales, accompanied by a thick fog.

In the morning of the 17th it fell calm, and, to our concern, we found the ſhip was driving by the currents towards the rocky ſhore near Catania,[1] where the ſea breaking with violence on the iron-bound coaſt, preſented a frightful proſpect of ſpeedy deſtruction. The water being of unfathomable depth, deſtroyed the hope of ſafety by anchoring; and we continued to approach the rocks, which were whitened with the foam of the ſea breaking over them, to a far greater height than the tops of our maſts. Providentially a breeze from the ſouth ſprung up juſt as we had given up all for loſt; and with hearts elate, and grateful for our eſcape from the impending danger of ſhipwreck on ſuch a terrific coaſt, we once more paſſed the ſtraits of Meſſina. As we ſailed by the port we ſaw the Bellerophon and three other Engliſh ſhips, with a Portugueſe man of war, at anchor in the harbour.

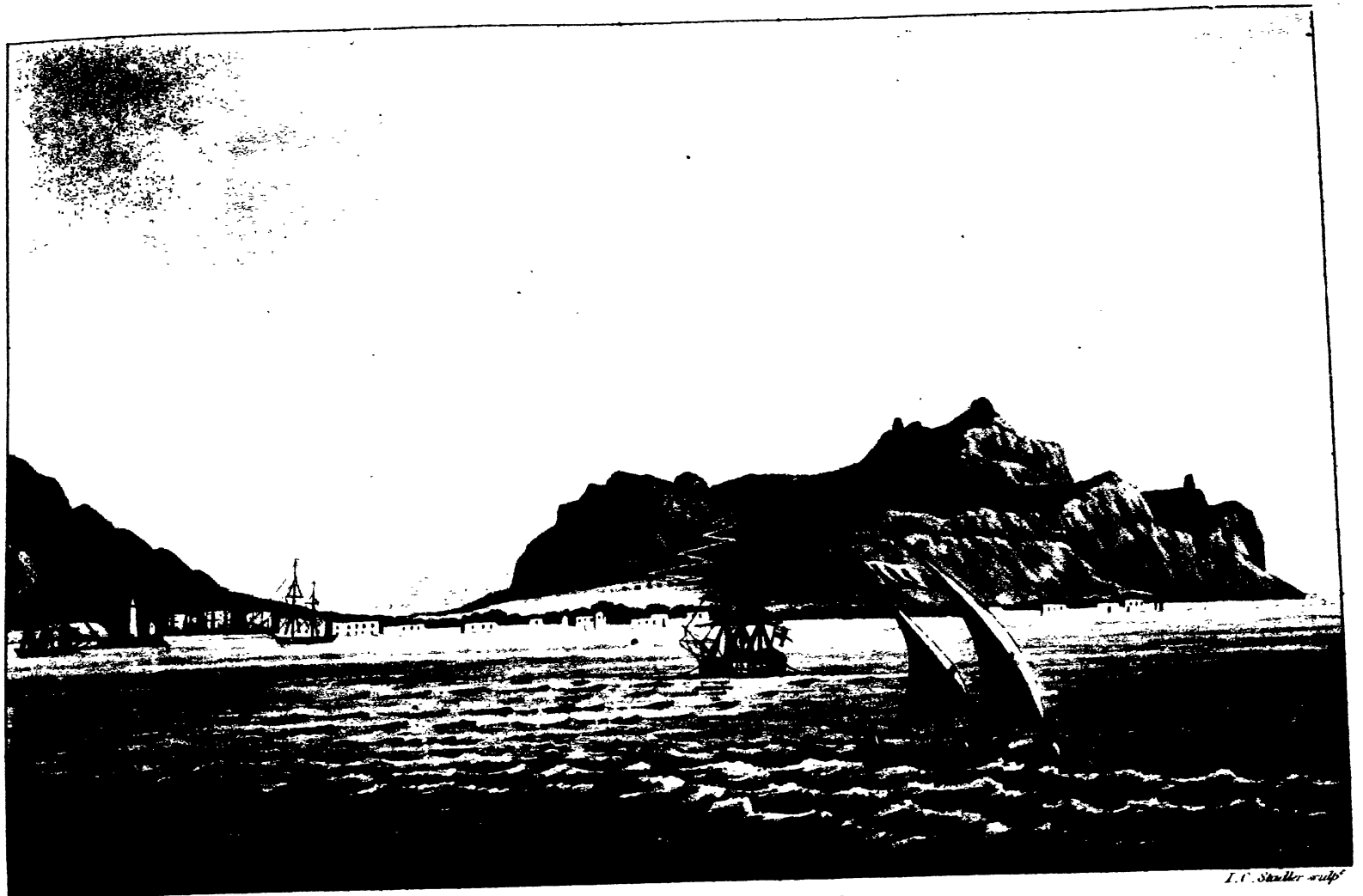
In the morning of the 18th we paſſed by Point Melaſſo, over which, though at a conſiderable diſtance inland, the tower-

[1] A town at the foot of Mount Etna, celebrated for its coral and amber fiſheries. It has alſo frequently ſuffered from the dreadful effects of eruptions from the mountain. The rocks, ſo terrible on this coaſt, are formed of liquid fire or lava, which ruſhing violently from the mountain, overwhelms every thing in its progreſs, and at length makes its way into the ſea, forming new boundaries to that element. The caſtle of Catania was originally built on the coaſt; it is now at ſome diſtance from the ſea by the accumulation of lava, which has created a promontory between them.

ing heights of Etna appeared covered with ſnow, as were alſo the ſummits of the neighbouring mountains. We now bore up with a favourable breeze under the lee of Volcano, one of the Lipari iſlands, on which two burning mountains were throwing up volumes of ſmoke and flame. The following day we beat to windward and paſſed the iſland of Stromboli, on which there is a conſtant volcano.

On the 20th of March we entered the Bay of Palermo, and found there the Vanguard, bearing Rear Admiral Lord Nelſon's flag.

The Bay of Palermo preſents the moſt beautiful view I ever beheld. On the weſt, Mount Pelegrino extends towards the promontory that encloſes the right ſide of the Bay. The purple hue which decks the ſides of this eminence, the curious arched road running in a zigzag direction to the ſummit, on which is a chapel and ſtatue of St. Roſolia, the tutelar ſaint of the iſland; the white buildings, palaces, ſtores, forts, and turrets, extending from the mole along the ſtrand to the extreme end of the promontory, form a picturesque and pleaſing landſcape. At the foot of this hill is ſeen the harbour defended by a pier, which has a circular light-houſe and battery at the extremity. From the harbour the city of Palermo extends along the bottom of the Bay, which, with its beautiful buildings, bears the nobleſt aſpect. The form of the city is ſquare, and is ſurrounded with high walls. At each of the four ſides a handſome gateway leads to four principal ſtreets,



Cooper Williams del.

I.C. Stadler sculp.

Mount Pelegrino, near Palermo

Pub. by J. White Fleet Street, 1807

which croſs each other at right angles in the centre of the city. The north ſide of this beautiful place extends along the bottom of the Bay, having a ſpacious road between the walls and the ſea; on the edge of which is a low ſtone wall and a broad pavement. This place is called the Marino; and in the evenings is the favourite reſort of all ranks of people. At the further end of this walk are the gardens of Flora, which are alſo much frequented; in them are ſeats, fountains, temples, and ſhady walks, that render them a delightful retreat during the heats of the mid-day ſun; but the Palermitans never viſit them except in the evening. Torches are never permitted to diſturb the myſteries of this place.

The walls of the city on this ſide are ſurmounted with noble palaces belonging to the principal people of the iſland: at one of them Sir William Hamilton, the Britiſh Ambaſſador, reſided; and at his houſe Lord Nelſon took up his abode, where alſo the officers of the navy were received with great hoſpitality. From the gardens of Flora a fine gravel road leads to that point of the Bay oppoſite Mount Pelegrino: it is called La Bagaria, and is decorated with beautiful palaces. The gardens have a very pleaſing appearance from the Bay, and are apparently laid out with great taſte; but as I was prevented by various circumſtances from viſiting them, I ſhall not pretend to deſcribe them, or the palaces to which they are attached."

" The day after the Swiftſure had anchored in the Bay of Palermo, Lieutenant Edward O'Bryen, a nephew of the Earl of Inchiquin (now Marquis of Thomond) came on board as Firſt Lieutenant in the room of Lieutenant Thomas Cowan, promoted to the rank of commander. At the ſame time Captain

I had heard that Sicilian people of rank never walked in the ſtreets: it ſurpriſed me, therefore, to perceive no carriages ſtirring; but I was informed, that during the laſt week of Lent the nobility and gentry laid aſide their pomp, and paraded the ſtreets on foot. The proceſſions and ſolemn maſſes in the churches called on our attention; accordingly we proceeded to one of the churches moſt celebrated for the magnificence of its devotional pageantry. Here we ſaw the firſt nobility of the kingdom employed in carrying wax tapers in proceſſion, and during the ſolemnization of high maſs, without reſpect to perſons, all were devoutly on their knees before the altar. But on Eaſter-day the whole city bore a very different aſpect; the carriages of the nobility were continually paſſing, and all ſeemed to vie in the grandeur and elegance of their equipage and liveries.

On Eaſter Sunday I attended Lord Nelſon, Sir William and Lady Hamilton, the Conſul-General's lady, and Captains Troubridge, Hood, and Hallowell, to the Capuchins' monaſtery, about a mile from the ſouth gate of the city. After viewing the chapel and upper apartments, we deſcended into a ſubterraneous cemetery of the dead, much larger, and therefore more extraordinary than that I viſited near Syracuſe. It is in the form of a cloyſter; on each ſide of the

Allen of marines left the ſhip, being ſummoned to England to take poſſeſſion of a large eſtate in Pembrokeſhire, bequeathed to him by his uncle, —— Philips, Eſq. whoſe name he has taken. His gain was our loſs, as he was a valuable and highly reſpected officer.

alleys are niches for the dried monks. The number of them amounted, I was informed, to no leſs than five thouſand bodies; ſome of which had been dead near two centuries. In a ſeparate chapel or aiſle, were the bodies of the nobility and gentry who from pious motives choſe to be placed in this curious preſervatory. Among the reſt, the capuchin our ciceroni ſhewed us the body of a Mooriſh prince, who had abjured his native religion and embraced the chriſtian faith: he, of courſe, was a ſort of demi-ſaint. Some of the bodies in this place were dreſſed in their gala ſuits; others were habited in the monaſtic cowl. Our conductor took from a ſmall coffin the remains of a young prince dreſſed in the faſhion of his day, and preſented it to the ladies as a toyman in London would have ſhewn a doll. Unfortunately the young gentleman, perhaps from too rough treatment at other times, dropped his head, which fell forwards, to the no ſmall alarm of his fair viſitors. The monk then ſhewed us a door of the oven in which theſe bodies were dried, and would fain have invited the ladies to ſee the proceſs; but on entering it they haſtily retired: and well they might, for the firſt object that ſaluted their eyes was the body of a fat officer, who had died only the day before in a fit of apoplexy as he was on duty at the mole. I wiſhed to know ſomething of the proceſs, but could not underſtand it: the body was extended on a low ſtove, and covered with a ſheet, ſeemingly preparatory to the operation. When the body is properly prepared the door of the oven is carefully

cloſed ſo as to admit none of the external air. After remaining ſix months in this place, it is ſufficiently dried to be placed in the niche or coffin as required; the ſkin then appears dry, ſhrivelled, and hard, apparently of the ſubſtance of tanned leather.

On the 26th of March Captain Hallowell gave a ball and ſupper to Sir William and Lady Hamilton. Several of the nobility of Palermo, Lord Nelſon, and ſome of the principal officers of the fleet, were alſo of the party. The quarter-deck was decorated with the flags of different nations, as was alſo the poop; the former was the ball-room, on the latter the ſupper was ſerved up, and the cabins were appropriated to cards. The novelty of the ſcene, which had a very brilliant effect, ſurpriſed and equally pleaſed the noble viſitors, who did not depart until the morning, highly gratified with their entertainment.

From the marino, the entrance to the main ſtreet named Caſſano, is through a handſome gate called Porto Felice. This ſtreet is the chief reſort of the idle and the induſtrious. All the lower parts of the buildings are appropriated to commerce; even the ground floors of the palaces of the firſt people of the iſland are converted into ſhops. In the evening this ſtreet is crowded by carriages, and loungers of all deſcriptions.

There are many handſome churches and convents in the city; but the cathedral church, called La Matrice, or the mother church, claimed our particular attention from the beauty and

magnificence of its external decorations. It is of Gothic architecture, and highly ornamented with ſtatues. The inſide was at this time under repair; but we ſaw enough of it to judge that it by no means correſponded with the outſide in taſte and ſymmetry, though the materials of which it is compoſed are of the moſt coſtly nature. The pillars that ſupport the roof are granite; one of the chapels is entirely encruſted with lapis lazuli; and in a receſs are four ſuperb ſarcophagi of red porphyry, three of which are cut out of ſolid blocks; they are ſaid to be the tombs of four emperors.

At the extremity of the main ſtreet is a large open ſpace, on the ſouth ſide of which, extending to the gate, is the palace of the Viceroy, which at this time is the reſidence of Ferdinand the Fourth, king of the two Sicilies, who with his family had retired from Naples in conſequence of the threatened approach of the French army.

Soon after the arrival of Lord Nelſon at Naples after the victory he had obtained over the French fleet off the Nile, his Sicilian Majeſty formed a deſign of driving the French from the frontiers of his dominions, as well as from Rome itſelf. Accordingly having collected a large army, amounting, it is ſaid, to a hundred thouſand men, he made rapid marches, and ſoon came up with the French forces; but though he might now have ſurrounded them, he contented himſelf with ordering them to evacuate his own territories and thoſe of the Holy Pontiff. Accordingly they retreated till they reached Rome; where, for-

tifying themſelves in the caſtle of St. Angelo, they reſolved to defend themſelves, and proceed no farther. From ſome unknown cauſe the king ſuddenly retreated with much expedition to Naples, and his late numerous army diſappeared. This cauſe has been thus explained to me. His Majeſty having embraced a plan of ſetting up the commiſſions in his army to ſale, and many perſons having bought their rank, though they were known to poſſeſs no property, it is believed that the French loſt not the opportunity to furniſh them with the money. The conſequence is obvious. Of courſe they took good care not to act againſt their benefactors.

CHAPTER X.

Misenum Æoliden; quo non præstantior alter
Ære ciere viros, Martemque accendere cantu.—
At pius Æneas ingenti mole sepulchrum
Imponit, suaque arma viro, remumque, tubamque,
Monte sub aerio; qui nunc Misenus ab illo
Dicitur, æternumque tenet per secula nomen. ÆN. lib. vi.

On the 31st of March a squadron, consisting of the Culloden, Zealous, Minotaur, Swiftsure, a Portuguese man of war, the Seahorse and Perseus, and two brigs, sailed from the Bay of Palermo. The following day we saw the island of Ischia, and the coast of Naples. We had some rough weather this day, during which a man fell from the main-top of the Swiftsure and was killed. Several English gentlemen, who were on their travels in Italy, and had sailed in the British fleet to Palermo, now accompanied us. The Honourable Mr. Rushout[x] was a guest of Captain Hallowell, and being perfectly acquainted with this country as well as with the Italian language, proved of great service on many occasions.

The following day the squadron stood into the Bay of Naples. As it was known that many of the inhabitants were

[x] Now Lord Northwich.

deſirous of returning to their allegiance, Captain Hallowell, accompanied by Mr. Ruſhout, landed on the iſland of Procida. They were received with enthuſiaſtic joy, and amidſt the acclamations of the people, aſcended to the caſtle: the French tree of liberty was cut down, the tri-coloured flag deſtroyed, and the royal Neapolitan flag hoiſted in its ſtead.

The ſquadron anchored between the town of Procida and Point Miſeno.[y] A party of the marines under the command of Captain Knox of the Culloden were ſent to Iſchia to take poſſeſſion of that iſland, and the caſtle of Iſchia was given up to them without oppoſition.

In the evening one of our boats was ſent to the low land between Point Miſeno and the dead lake; but as it approached the ſhore ſome French officers with a party attacked it with muſketry, and obliged it to return. The Culloden fired three lower-deck guns at them, and they diſperſed; it was not judged prudent, however, again to attempt landing on that coaſt, as we had no troops, and the French were known to be in force there.

Commodore Troubridge in the meantime was preparing for future operations. On the 4th of April he diſpatched the Perſeus to Palermo with an account of the ſucceſs that had hitherto attended the expedition.

y Miſenus, one of the companions of Æneas, was drowned on his paſſage; Æneas performed funeral rites to his manes on this promontory, and it has ever ſince borne his name.

The people of Procida and Iſchia being in great want of proviſions, their ſupplies from Caſtelamare and Naples being now ſuſpended, a requeſt was made to the Neapolitan court at Palermo to ſend ſome corn to them.

On the 5th of April the Swiftſure got under weigh, and ſailed towards Naples; and the Seahorſe frigate ſtanding towards Cape Sorrento and Maſſa, Captain Foote ſent his boats to burn ſome veſſels near the ſhore, which they effected without loſs. At one place where they landed, a party came down to them with the royal Neapolitan flag, and expreſſed their joy at the proſpect of being relieved from the French yoke. We learned alſo from other ſources, that the people were in general anxious to return to their allegiance, and at Gaeta they were univerſally loyal. We were alſo told, that the French had put to death ſeveral prieſts and others for their attachment to the royal cauſe.

On the 8th the Swiftſure ſtood into the Bay of Baia, endeavouring to cut off eight large gun-boats that were proceeding along the coaſt from Naples, but they got under the protection of the caſtle of Baia, which being ſituate on a high rock, and having a very commanding poſition, prevented our nearer approach. Meanwhile General Macdonald, who commanded the Republican troops at Naples, ſent a flag of truce to Commodore Troubridge with a meſſage replete with abuſe and invective: his inſolence was treated by our gallant leader with the contempt it deſerved.

The following day, perceiving a large barge from Naples ſtanding into the Bay, we ſtood towards her, but ſhe eſcaped to Puzzoli.

As the French were throwing up works on the iſthmus of the dead lake to annoy the ſquadron, our gun-boats and launches were ſent to impede their progreſs; and we learned from ſome loyaliſts that came off to us, that many of the enemy had been killed and wounded.

The people at Procida being now in the utmoſt diſtreſs for bread, ſome proviſions were ſent to them from the Britiſh ſquadron. On the 13th, however, ſeveral veſſels arrived from Sicily with corn for the iſlands of Procida and Iſchia; but inſtead of a free competition to ſupply them with it, a particular grant was iſſued from the Crown for Prince Strabia to iſſue it ſolely: the conſequence was, that it came in too ſmall quantities to be of eſſential ſervice, and the Prince was ſo exorbitant in his demands, that the poor were literally ſtarving.

On the 17th we again anchored in the ſquadron, and were informed that Cardinal Ruffo was collecting a large army in Calabria with which he meant to march towards Naples.

A curious proclamation of Macdonald's was at this time brought off to us; it threatened death to any who ſided with their rightful ſovereign, or the Engliſh, and made the biſhops and prieſts anſwerable with their lives for the conſequence of any inſurrection or tumult that might ariſe in their diſtricts. At the time this ſanguinary proclamation was iſſued an inſur-

Cooper Williams del.

I.C. Stadler sculp

The Castle and Town of Ischia.

London, Pub. by J. Wyatt Fleet Street 1801.

reſtion againſt the French uſurpers took place at Trani, a town on the Adriatic ſide of the kingdom. But the French having ſoon made themſelves maſters of the place, put all the men to the ſword, and then, in cold blood, ſhut up the women and children in a large houſe, ſet it on fire, and conſumed them all!

As there was no likelihood that we ſhould ſpeedily quit this ſtation, I obtained leave to paſs ſome time at Iſchia; and accordingly proceeded thither with Mr. Ruſhout. We took up our quarters in a ſmall houſe about a mile from the caſtle, where our marines under Captain Knox were on duty.

The caſtle of Iſchia has a very remarkable appearance; it is on a high rock at ſome diſtance from the land, and communicates with the town by a long and narrow cauſeway built on arches. In the precincts of the caſtle are no leſs than three churches or chapels, one of which belongs to a convent of nuns. The keep of the caſtle is on the ſummit, and commands a very extenſive view; the aſcent to it is very ſteep and winding under high arches formed by excavations through the natural rock, and defended at certain places by ſtrong gates, and cannon commanding every avenue.

The town of Iſchia, though ſmall, has many good houſes in it. The churches (of which there are ſeveral) are very reſpectable for their ſize and decorations.* About half a mile to the northward of the town is a handſome road acroſs

* The view of the town and caſtle of Iſchia, with a diſtant glimpſe of the iſland of Capri, famous for the reſidence of Tiberius, was taken from the houſe we occupied, which was built on the lava.

a current of lava, which about five centuries ago iſſued from a crater on the ſide of the mountain. It ſtill bears the appearance of a freſh eruption, being nearly in the ſame ſtate as that at Torre del Greco.[a] It diſcovers no marks of vegetation, but lies in rude heaps of black and rugged rocks. From thence we paſſed along a fine road formed of lava to a pleaſant houſe on the margin of a ſmall lake where his Sicilian Majeſty uſed annually to paſs ſome time; then croſſing a high hill well wooded on each ſide, we paſſed an extenſive manufactory of earthen ware, and about a mile from thence arrived at the beautiful village of Lago, or Lacco, which is about five miles from the town of Iſchia. The annexed plate repreſents the approach to it: the rocks that jut into the ſea are compoſed of various ſtrata of lava of the moſt brilliant colours; and one of theſe rocks, which is ſeparated from the ſhore about a furlong, has much the appearance of a thatched hayſtack. In the environs of the village are ſeveral handſome houſes delightfully ſituated.

Returning to Iſchia, we made a circuit from the road to viſit the hot baths[b] of Caſa Michiola, where every accommodation is provided for invalids, and a noble inſtitution for the free admiſ-

[a] Torre del Greco, a ſmall town about five miles ſouth-eaſt of Naples, was deſtroyed in June 1794 by an eruption from Veſuvius, which iſſued from a crater at the baſe of the great cone. The people of the country, hardened by the frequency of theſe misfortunes againſt the fear of them, have already rebuilt the town on the ſame ſpot, and on the lava which covers the former town, out of which the ſteeple of the church is ſtill ſeen iſſuing.

[b] There are many hot ſprings on the iſland; which indeed ſeems to be compoſed entirely of volcanic materials.

Cooper. Williams. del.

J. C. Stadler sculp.

View at Loyo, in the Island of Tschia.

Published [illegible] 1st Sept. 1805.

ſion of three hundred poor patients, who are provided with beds and proviſions gratis. The building appropriated for this purpoſe forms a quadrangle. The area is planted with trees. We deſcended to the baths by a ſloping paſſage, and found every thing requiſite for the caſe and convenience of the bathers. Round a long room are placed fifty ciſterns, into which pipes convey both hot and cold water. Beſides theſe, there are ſweating rooms, into which we alſo went; but the heat was ſo overpowering that it obliged us ſoon to retire. We were told that the patient could not exiſt for more than four or five minutes ſhut up in the ſudorific cloſets.

Another day I accompanied ſeveral gentlemen to the hermitage on the ſummit of Mount St. Nicholas; a mountain that riſes in the centre of the iſland, and is higher than Veſuvius. We were mounted on aſſes, which are here called chuchus: the one I rode had been the favourite chuchu of Ferdinand the Fourth; for horſes are ſeldom uſed on this iſland. Our road lay through a romantic country highly diverſified by rich corn fields and encloſures; then thick woods and rocky aſcents. Sometimes we paſſed over arched cauſeways reaching from one hill to another, acroſs deep chaſms formed by earthquakes or volcanic exploſions. As we approached the top of the mountain a barren ſcene preſented itſelf. A white tufa of erupted matter dazzled our eyes till we arrived at the hermitage, which is ſituated under the higheſt pinnacle of the mountain, and is excavated out of the rock. There is a ſmall chapel and ſeveral

cells; but the monks or hermits being abſent, we did not ſee the interior of them.

From this height we had a fine bird's eye view of the Bay of Naples and the ſurrounding country. Directly under us was the town and caſtle of Iſchia; beyond which, the iſlands of Procida, Point Miſeno, the iſland of Niſida, and Point of Pauſileppo, the city of Naples with the caſtle of St. Elmo, and the majeſtic heights of Somma and Veſuvius, and beyond theſe, the cloud-capt Appenines formed the fineſt aſſemblage of intereſting and claſſic ſcenery I ever beheld.[c]

On the 27th I returned to the Swiftſure, and learned that a perſon called Grande Diavolo, or Great Devil, had been on board the ſquadron. This man was at the head of a large body of loyaliſts in the diſtrict of Gaeta. The news alſo of ſeveral defeats that had befallen the French in different parts of Italy, particularly at Mantua, gave us hopes of ſucceſs in this quarter.

In the evening the Minotaur and Swiftſure ſailed from the ſquadron, having ſome Neapolitan and Swiſs troops on board. At break of day on the 28th they were landed at Caſtel-a-mare, and took poſſeſſion of the town, the French and revolutioniſts having evacuated it; at the ſame time a gallant ſoldier, who had been a corporal in the royal ſervice, had advanced with a

[c] I took a ſketch of this enchanting view, but as an accurate and well executed engraving of it has already been published in Sir William Hamilton's elaborate account of the Campi Phlegræi, I have not inſerted it, as I do not wiſh to give views that have already been offered to the public by more able artiſts.

party of loyaliſts from the mountains. But in a short time the enemy appeared in great force and retook the place. Several of the Swiſs fell in the attack; ſuperior numbers obliged them at length to give ground, and many of them were brought off.

On our return to the ſquadron we found that the Zealous was returned from Salerno, where a party of marines and ſailors had made good their landing, and had taken poſſeſſion of the town. But the enemy, having recruited their numbers from the neighbouring places, had made a ſucceſsful attack upon them, and obliged them to re-embark with the loſs of three marines killed, ſeveral ſeamen wounded, and nine taken. Lieutenant Vivian of the marines diſtinguiſhed himſelf in this affair for his gallantry in making good his retreat in the face of a very ſuperior force. Lord Montgomery and Mr. Stephenſon, who were with Captain Hood, alſo ſerved as volunteers on this occaſion.[e]

On the 1ſt of May I returned to Iſchia, and found Mr. Ruſhout juſt arrived from the iſland of Capri, where the people were loyal and well-affected to the Engliſh. The remains of the

[d] The eldeſt ſon of the Earl of Eglinton. He was with ſeveral other Engliſhmen at Naples when the Court retreated from thence, and was obliged in conſequence to quit it and embark for Palermo, from whence he accompanied our ſquadron on this expedition.

[e] Captain Darly of the marines, who was landed here from the Zealous, being well acquainted with the Italian language, volunteered to penetrate into the country to join Cardinal Ruffo. This he effected, and accompanied the Cardinal on his march to Naples, being inveſted by his Eminence with a ſuperior command. He has ſince for his ſervices been advanced to the rank of colonel in the Neapolitan army.

villa of Tiberius are ſtill to be ſeen on that iſland, and valuable coins are ſometimes picked up among the ruins. As our party was to receive an addition in Lord Montgomery and Mr. Stephenſon, it was now neceſſary to look out for a larger houſe; accordingly we proceeded to Lacco, and engaged with Don Scipio, the agent of the Duke of Aqua Viva, to take the palazzo of that nobleman for a ſhort time. We were told that the Duke was at this time impriſoned by the rebels at Naples.

This palace is delightfully ſituated about a quarter of a mile above the village of Lacco, and at the foot of the mountain of St. Nicholas. It commands a diſtant proſpect of Veſuvius; and our ſquadron at anchor in the road of Procida was full in view. In this agreeable ſociety and reſidence I paſſed my time very pleaſantly: the weather was mild, the atmoſphere clear and elaſtic, the ſurrounding country highly pictureſque, and uncommonly varied. The gardens of the palace are peculiarly calculated to repel the heat which prevails in the ſummer months, being entirely ſhaded with vines extended over all the walks from ſtone pillars erected for the purpoſe. There are alſo two handſome ſummer-houſes, which, with fountains and arbours, made it altogether a moſt agreeable retreat. From hence Veſuvius exhibited every evening a moſt beautiful appearance. As the ſun declined the colour of the mountain changed from a light blue to a vivid roſe colour; from that to a rich purple, which gradually became darker till at laſt it was enveloped in a black ſhade.

Drawn by W. Wilkins, R.A.

Engraved by J. Cleghorn.

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In the quiet and repoſe of this place we almoſt forgot the ſcenes of war and deſolation in which we had ſo lately been engaged, and which were acting at no great diſtance from us.

The town of Furia is about two miles to the weſtward of Lacco, but very irregularly built; it contains many good houſes, and handſome churches, and convents. Before the preſent troubles it was a place of conſiderable commerce.

Flying reports of an intended attack upon the iſland, as well as ſome apprehenſions of the diſaffected on it, induced Captain Knox to ſend ſome fire-arms to us; and as we amounted, with the ſervants, to eight, we thought ourſelves equal to reſiſt an attack by our elevated ſituation for a ſhort time at leaſt

On the 7th Captain Hallowell ſent us a preſent of wine and other neceſſaries that money could not procure here; but unfortunately as the boat returned to the ſhip it was overſet, and Dixon, the captain's coxſwain, a worthy and good ſeaman, was drowned.

On the promontory, that forms the little Bay of Lacco, is a ſquare tower: as I was one day viewing it, I had an opportunity of witneſſing the mode in which the people catch quails in this country. They extend long and deep nets acroſs a ſmall valley, and the birds in their rapid flight are caught in great abundance. Having often taſted the tunny-fiſh, which are plentiful both in this bay and at Palermo, I alſo wiſhed much to ſee the proceſs of catching them, and my curioſity was now ſatisfied. The nets uſed for the purpoſe are

of vaſt extent, and are ſpread in ſquares ſo as to form ſeparate chambers. A man is always on the watch, as theſe nets are never removed. When he perceives a ſhoal of tunny approach, and that they reach the line of net, and proceed along it till they arrive at the firſt chamber, he inſtantly cloſes the entrance, and ſo on till they arrive at the laſt; which is called the camera di morte, or chamber of death. The boats now prepare for ſlaughter; the fiſh are harpooned with eaſe, and hoiſted into large half-decked veſſels, which in a ſhort time have all the appearance of ſlaughter-houſes, and the ſea for a diſtance round is tinged with blood.[f] This ſpecies of fiſh, which is caught in great abundance in theſe ſeas, ſupplies the people with plenty of wholeſome and nouriſhing food at a cheap rate; the fleſh is firm, and of the colour and conſiſtence of beef. There is alſo another ſort of tunny whoſe fleſh is much whiter.

As I landed near Lacco, I perceived a man ſcraping a ſmall baſon in the ſand cloſe to the water's edge, and, to my ſurpriſe, found that freſh water, almoſt boiling hot, came bubbling up, with which he was about to waſh his clothes. But the whole of this, as well as many of the neighbouring iſlands, is a complete volcano, and, no doubt, will one day again give vent to the combuſtibles that never are extinguiſhed.

On the 15th I received an order to return on board.[g] In

[f] At the time I am ſpeaking of, twenty cantars of tunny were caught, each cantar conſiſting of 160 pounds weight.

[g] On my return to the ſquadron I learned that an officer of high rank had arrived from Palermo, and had ſailed in the Perſeus to take the command at Orbitillo, which place was inveſted by the French.

the evening the ſquadron got under weigh; and on the 17th we arrived off the Bay of Palermo.

On his arrival there he refuſed to land, but choſe to go to ſome other place on the coaſt, the name I have forgotten. There, however, he found a probability of danger, and again refuſed to land. Captain Oſwald, though highly diſguſted at the behaviour of this officer, brought him back to the Commodore, who, incenſed at his puſillanimity, would not ſuffer him to remain any longer on board a Britiſh ſhip, but ſent him back to Palermo with the account of his conduct. The Field-marſhal, however, was received at Court as uſual, and no puniſhment or diſgrace inflicted on him.

CHAPTER XI.

Fortuna, sævo læta negotio, et
Ludum insolentem ludere pertinax,
Transmutat incertos honores.
HOR. CARM. lib. 3. ode 29.

ON our arrival in the Bay of Palermo, we learned the news of the French fleet from Breſt having paſſed the Straits of Gibraltar. Our ſquadron did not anchor, but continued to ſtand on and off till the 20th, when Lord Nelſon, in the Vanguard, joined, and we ſtood to the weſtward. The fleet cruiſed near the iſlands of Levanzo and Maretimo for ſeveral days, during which time the Admiral received intelligence that induced him to return to Palermo; and on the 30th the fleet anchored off the Mole, in a line oppoſite the Marino. As it was the name-day of his Sicilian Majeſty, the fleet, in honour thereof, fired a royal ſalute.

At this time a ſtrange circumſtance occurred here. In the veſſel which brought to Palermo Mr. Wyndham, the Britiſh Minister at Florence, who had been driven from thence by the French, arrived Mr. A. an Iriſh gentleman, who was on his travels in Italy. Soon after Mr. Wyndham had left this

veſſel there came to Mr. A. a meſſenger, who requeſted he would accompany him to Sir William Hamilton. He accordingly left the ſhip; but the meſſenger, who was a Sicilian officer, inſtead of conducting him to the Ambaſſador's, brought him to the priſon, which being a large handſome building, was at firſt unobſerved by him. But when he entered, and the gates cloſed upon him, he found the nature of his lodgings. As he had never landed on any part of the Sicilian dominions, and had not made politics his ſtudy, he was at a loſs to know on what pretence he was thus deprived of his liberty. After remaining two or three days in this uncomfortable ſituation, he was liberated by the exertions of Mr. Wyndham, Lord Montgomery, and his other friends; but without the ſatisfaction of knowing for what crime he had been ſo treated. Since he was permitted to live at his eaſe at Palermo, it may fairly be preſumed that no dangerous matter was alledged againſt him; and for the ſervices rendered by his fellow-ſubjects to the Sicilian monarchy, he was entitled at leaſt to the ſatisfaction of knowing the accuſation that muſt have occaſioned ſuch harſh treatment.

In the mean time news had arrived from Syria of the gallant defence made by the garriſon of Acre. The events of this unparallelled ſiege, and the immortal glory gained by Sir Sidney Smith by the well diſpoſed order of his ſmall force, againſt a powerful army of French, hitherto unchecked in its career, and commanded by a General, who, till now, was

deemed invincible, will adorn the hiſtoric page, that recites it, to the end of time.[h]

But it is my buſineſs to dwell only on what I ſaw, or what was particularly atchieved by the ſquadron in which I had the honour to be embarked. I ſhall only remark, that the loſs of ſome brave men well known to the world by their enterpriſing exploits, accompanied the recital. Captain Wilmot, who commanded the Alliance frigate, and Major Oldfield of marines, fell glorioufly defending the outworks: the latter commanded the marines on board the Theſeus in the battle of the Nile.

After the retreat of the French army, the Theſeus ſailed from the Bay of Acre. On her paſſage ſome loaded ſhells (that were for ſecurity placed in the cabin) by ſome accident exploded. Captain Miller, who commanded her, being then forward on the forecaſtle, and perceiving the fire that had broke out abaft, immediately made towards the place of danger to animate by his preſence the endeavours of the people to extinguiſh it. Unhappily ſome ſhells burſt at the moment he

[h] By the ſame channel we were informed of an act of cruelty exerciſed by the French army on its march from Egypt into Syria that could ſcarcely be credited, but which unhappily cannot be denied. Gaza was taken by ſtorm, and the town was given up to plunder and deſtruction. The garriſon in the fort *ſurrendered* and became priſoners of war. Notwithſtanding which, the whole of them, amounting to more than four thouſand men, were put to death, becauſe ſome of them were proved to have ſurrendered at El Ariſh under an engagement not to bear arms againſt the French. The bodies, collected in a heap, and weltering in their gore, ſoon brought on a peſtilential diſorder, which proved fatal to many of the French ſoldiers who were left to garriſon the place. Surely General Bonaparte muſt have forgotten the circumſtance of the priſoners landed at Aboukir from the Britiſh fleet: they alſo had engaged not to bear arms till regularly exchanged, yet they were no ſooner landed than they were formed into a regiment called the Nautic Legion, and inſtantly began their operations againſt us.

entered the cabin, and in an inſtant this excellent officer was blown to atoms.[1]

[1] Captain Ralph Willet Miller was born at New York in 1762. He was the ſon of a loyal gentleman there, who loſt all his property by his adherence to the royal cauſe. During the early part of Captain Miller's life he ſerved in the Weſt Indies, and was in moſt of the actions fought in that quarter by thoſe naval heroes, Admirals Barrington, Hood, and Rodney, and was frequently wounded, particularly at the capture of the French Weſt India iſlands. He was at Toulon in 1793, and at the evacuation of that place was employed in the demolition of the French fleet, and twice nearly loſt his life on that ſervice. He was afterwards at the capture of the ſeveral ſtrong poſts on the iſland of Corſica, and frequently was employed on ſhore at thoſe places; he afterwards volunteered the dangerous ſervice of ſetting fire to the French fleet in Gourgean Bay, and was appointed for that purpoſe to the Poulette fire-ſhip, but contrary winds prevented his exertions from taking effect. After various other ſervices, we find him particularly noticed by Lord Minto for his eminent conduct at Corſica: ſoon after which he was appointed to the Unité, and in a ſhort time afterwards was advanced to the command of the Captain, at the particular requeſt of Lord (then Commodore) Nelſon.

His conduct during the action on the 14th of February 1797, off Cape St. Vincent, was particularly mentioned by Sir Horatio Nelſon.

While Rear-Admiral Nelſon commanded the in-ſhore ſquadron at the blockade of Cadiz, and frequently headed the boats in their attacks on the Spaniards in the bay, being once in imminent danger from the ſuperior number and force of his opponents, Captain Miller, in his barge, bore down to the ſuccour of his Commodore, and had the happineſs to extricate him, and aſſiſted him to capture the Spaniſh Admiral.

On the expedition to Tenerife he commanded the Theſeus, on board of which ſhip Sir Horatio Nelſon's flag was flying. Though the attempt was unſucceſsful, it nevertheleſs adds a brilliant wreath to the laurels of thoſe engaged in it. Here the gallant Admiral loſt his arm. Captain Miller, more fortunate, eſcaped the ſhowers of ſhot that were poured on the Britiſh boats, and landed with the firſt at the town of Santa Cruz, which was completely in the poſſeſſion of the Britiſh ſeamen commanded by Captain Troubridge, though from exiſting circumſtances they agreed to evacuate it.

Here too fell that gallant officer Captain Richard Bowen, who was raiſed for his merit by the Earl of St. Vincent.

Captain Miller afterwards was twice engaged in ſevere actions with the Spaniſh gun-boats in Algeziras Bay. When Admiral Nelſon ſailed in purſuit of the French fleet to the ſhores of Egypt, Captain Miller was one of thoſe ſelected by the diſcerning eye of the Earl of St. Vincent to compoſe one of his ſquadron, and moſt ably did he acquit himſelf in that glorious action, as I have before related.

When Sir Sidney Smith ſailed up the Mediterranean, he requeſted the Earl of St. Vincent to appoint Captain Miller to be under his command; accordingly at the ſiege of Acre we find his ſervices particularly noticed by Sir Sidney, who (whilſt he directed the operations on ſhore) appointed Captain Miller to command the naval department. Soon after which this brave man loſt his life, a life that had always

As the fleet remained ſeveral days at Palermo, I took the opportunity of viſiting ſeveral places that had eſcaped my obſervations before. Among the reſt, the monaſtery of St. Martino, ſituated on the mountains about eight or nine miles from Palermo. Our road led through Monte Reale, a ſmall town on an eminence which overlooks the capital, and is about three miles from it. The road to it is decorated at certain diſtances with fine marble fountains. At Monte Reale we ſaw the monaſtery of Benedictines. On the grand ſtaircaſe is a good painting relative to the founding of the abbey. The cathedral, which is adjoining, is a great curioſity; the ornaments of the outſide are Saracenic, as in part alſo is the interior, which preſents a grand diſplay of the taſte and muniſicence of the founder. Part of the ſide walls, and the whole of the ceiling, are covered with Moſaic work, the ground of which is gold; the ſubjects repreſented on it are taken from paſſages in the New Teſtament. The whole has a ſolemn and grand appearance. The pavement alſo of Moſaic of a different kind is equally beautiful. The high altar is covered with ſilver richly emboſſed; and on gala days it is ornamented with ſeveral fine images of the ſame metal.

From thence we proceeded on a rugged road up the mountains, till we arrived at the monaſtery of St. Martino, which is a

been dedicated to the ſervice of his country, and employed in the exerciſe of every amiable, every praiſeworthy action. Captain Miller has left a widow and two young children, who have a penſion from government of one hundred pounds a year.

large pile of building, ſituated in a wild and deſert country. The monks, who are of the order of St. Benedict, were gone to ſee the fleet; but the lay brothers took us through the various apartments, which were handſome and convenient, particularly thoſe of the prior. There is a good library, and a large muſeum of natural and artificial curioſities.

In deſcending the mountains we were much pleaſed with the extenſive proſpect that opened to our view. Beneath us was the town of Monte Reale, from whence, by a gradual deſcent, lay the road to Palermo. The fleet in the bay, the rich appearance of the ſurrounding country, and the high ſtate of cultivation which appeared in the valley beneath, where the corn was already ripe, formed a combination of ſo many ſtriking objects as can rarely be met with.

On the 4th of June a royal ſalute was fired by the fleet, and another from the batteries on ſhore; and his Sicilian Majeſty gave a féte at the palace in honour of the birth-day of our beloved Sovereign; to which, with the ambaſſador and his lady, and Lord Nelſon, the ſeveral captains of the fleet and their officers were invited. The ball-room was elegant, and filled with all the beauty and firſt nobility of the kingdom. A large ſuite of rooms was opened, and fruits, ices, and other refreſhments were liberally diſpenſed. But the moſt pleaſing ſight was the Queen of Naples ſurrounded by her daughters. Their elegant appearance, and filial attention to their royal parent, formed an intereſting picture not often ſeen in that country; for

the Italian females of rank ſeem to look upon maternal and filial duties as much beneath their notice. The King had formed a pharo bank, at which he was engaged the greater part of the evening. But as one bank was not ſufficient for the numerous amateurs of that game, a detachment was ordered from it, at which a nobleman of the court preſided.

On the 5th I viſited an ancient caſtle about a mile from Palermo, called Caſtel Reale, which is ſuppoſed to have been the reſidence of the Mooriſh regent under the caliphs. There are ſome good rooms in it, but an idea prevailing that it is haunted, no one has the courage to reſide in it. There is a picture over a door in which are a number of figures ſo diſpoſed that it is difficult to count them: three of us attempted it, and always differed in the number. This greatly encourages the ſuppoſition of its being under the dominion of evil ſpirits. I had not time or leiſure to develope the myſtery, but ſuppoſe it ariſes from the multiplicity of figures which, ſeen in different lights, appear more or leſs numerous.

The oxen of this country are not only remarkable for their ſize and beauty, but for the uncommon length of their horns, which are frequently three feet long. A pair of them are preſerved in the muſeum at St. Martino, which meaſure nearly four feet.

In the meantime our ſquadron was reinforced by four line of battle ſhips, under the command of Rear-Admiral Duckworth, from Lord Keith. With concern we heard of the illneſs

of the Earl of St. Vincent, who was then at Minorca. The fleet, conſiſting of twenty ſail of the line, under Lord Keith, had ſailed for Toulon to watch the motions of the French fleet; but as they had ſailed from thence, he followed them to the Gulf of Genoa, where they were deſcried by ſome of his frigates. Lord Keith then returned to Minorca to acquaint the Earl of this circumſtance, but firſt detached four ſail under Rear-Admiral Duckworth to reinforce Lord Nelſon's ſquadron, leſt the enemy ſhould proceed to the ſouthward. Fortunately they did not; for though their fleet was greatly ſuperior in every reſpect to that under Lord Nelſon, yet his Lordſhip's known bravery would have induced him to engage them if they had come in his way; but this was an event, under the preſent circumſtances, by no means to be wiſhed.

On the 12th of June the fleet received troops on board for Naples: four officers and a hundred and thirty men were put on board the Swiftſure; and the following day the Prince Royal embarked on board the Admiral's ſhip. A royal ſalute was alſo fired on his Majeſty coming on board the Foudroyant, in which ſhip Lord Nelſon had now hoiſted his flag.

The following day, the wind being unfavourable, the fleet worked out of the bay. In the afternoon the Bellerophon and Powerful joined, and ſpoke the Admiral, who immediately made the ſignal to tack, and ſtood towards the bay, in which we again anchored on the 15th, and diſembarked the troops.

In the evening of the following day the fleet again got under weigh and ſtood towards the little iſland of Uſtica. On the 19th the Incendiary arrived from the Bay of Naples, and brought intelligence that Cardinal Ruffo, at the head of an army of Calabreſe, had arrived before Naples; and that a Ruſſian and Turkiſh reinforcement was on its march to join him. The Admiral returned to Palermo on the 21ſt, and the day after joined us, having on board Sir William and Lady Hamilton.

We now made ſail for the Bay of Naples, where we arrived on the 24th. As we paſſed Baia and Puzzoli the Admiral ſaluted the Neapolitan flag, which was flying at thoſe places; and on the 25th the fleet anchored in a line abreaſt of Portici.

Cardinal Ruffo with his Calabreſe, and the Ruſſian and Turkiſh auxiliaries, had poſſeſſed themſelves of Ponte Madelina, and the rebels were driven into the caſtles Nuovo and Ovo.[k] The French had ſhut themſelves up in the caſtle of St. Elmo, which is ſituated on an eminence that overlooks the city.

In this poſture of affairs the inſurgents, or, as they were generally termed, the Jacobins, offered to capitulate to the Cardinal on condition that they ſhould be allowed to march out with the honours of war, and be provided with veſſels to tranſport themſelves and families with their property to France.

[k] Caſtel Nuovo is in the heart of the city, and has a communication with the palace. Caſtel del Ovo is ſo called from its ſhape, being ſimilar to an egg; it runs out into the bay, and is joined to the land only by a narrow paſs and draw-bridge.

This had been agreed upon, and the convention ſigned by both parties. Captain Foote, who commanded the Britiſh force at that time, alſo ſigned at the particular requeſt of the enemy.

Lord Nelſon now arrived: it ſeems that, by order of his Sicilian Majeſty, no terms were to be entered into with the rebels, but that their ſurrender was to be unconditional. They were accordingly brought into the fleet, and their arms were taken from them, and the principals were laid in irons.

The marines of the fleet were landed, and a party of them garriſoned the two caſtles which had been vacated by the enemy.

On the 29th of June the trenches were opened before St. Elmo under the direction of Commodore Troubridge, who commanded the beſieging army; and the place was ſummoned to ſurrender: but the commandant determined to ſtand a ſiege. At firſt Captain Ball was ſecond in command, but his ſervices being required at Malta, where already the Britiſh navy had made good their landing, his place was ſupplied by Captain Hallowell.[1]

[1] Captain Hallowell had in the courſe of this war ſerved in ſimilar ſituations on ſhore. At the taking of Baſtia in Corſica, we find honourable mention of him by Lord Hood; he was in the batteries with Captain Sericold, and by his ſide when that valuable officer fell. At Toulon Captain Hallowell particularly exerted himſelf in bringing off the troops at the evacuation of that place, and was the laſt man on ſhore at La Malgue. He was afterwards appointed to the Courageux, which ſhip was unfortunately wrecked on the coaſt of Barbary while he was on a court-martial in the Bay of Gibraltar. In the memorable action with the Spaniſh fleet off Cape St. Vincent, he was a volunteer on board the Victory; and the Admiral was ſo much pleaſed with his ſervices on that occaſion, that he ſtrongly recommended him to the Admiralty, and ſent him home with the duplicates of the account of that action; in conſequence he was immediately appointed to the Lively frigate, and ſent out again to Lord St. Vincent, who ſoon afterwards appointed him to the command of the Swiftſure.

On the 3d of July a battery of three thirty-ſix pounders and four mortars was erected about a hundred toiſes from the walls of St. Elmo; alſo a battery of four thirty-ſix pounders and four mortars was at the ſame time conſtructed at the oppoſite angle by the Ruſſians under the orders of Captain Baillie.[m] The Turks were employed in guarding particular depots; and, in the main, behaved very well.

It was the intention of the commander to ſtorm the caſtle in different places as ſoon as practicable breaches could be made. On the 5th another battery of two thirty-ſix pounders was opened. In the meantime the three-gun battery being entirely deſtroyed, the guns diſmounted, and the breaſt-work knocked down, the Commodore directed Captain Hallowell to conſtruct another battery at the diſtance of ninety toiſes from the walls.[n] He was here ably ſupported by a Swiſs regiment commanded by Colonel Tchudy. An emigrant[o] of great merit and abilities likewiſe aſſiſted.

[m] Who had entered into that ſervice at the concluſion of the American war, and now commanded a Ruſſian ſhip of the line.

[n] This battery, which was admirably conſtructed, and coſt immenſe labour, was covered by ſome trees which it was neceſſary to cut down before it could be opened with effect on the caſtle. This was a ſervice of ſuch danger, that none of the labourers could be induced to perform it. Commodore Troubridge and Captain Hallowell, with Colonel Tchudy and Mr. Monfrere, advanced before the works to cheer them by their example; being perceived by the enemy on the walls, a gun loaded with grape was levelled at them with ſuch preciſion as actually to cut the boughs and ſtrike the ground between their legs, yet providentially not one of them was hurt.

[o] Mr. Monfrere, who had been an officer in the royal armies of France, had lately ſerved on board the Seahorſe in the humble capacity of ſchoolmaſter; but Captain Foote ſoon diſcovered the ſuperior qualities of this gentleman, and recommended him to Commodore Troubridge, who gave ſuch ample

The quick and well directed fire of this new battery, which was not perceived by the enemy till it opened upon them, aided by a ſmart cannonade from the reſt of the batteries, induced them to ſurrender; and an officer appeared on the walls with a white flag, as a token of truce. The terms of capitulation were ſoon agreed on; and the French marched out and delivered up the caſtle to the Britiſh troops. They were then embarked on board of veſſels in the bay, and ſent to France.[p]

Commodore Troubridge next proceeded with the army to Capua. On the 21ſt of July he arrived at Caſerta, where he reſted his troops for that day; and the following morning encamped before Capua. The Swiſs, commanded by Colonel Tchudy, took their ſtation to the right of our troops, and the reſt of the infantry, under General Bouchard and Colonel Gams, encamped on the left ſide of the Volturno. On the 22d a bridge of pontoons was thrown acroſs the river, to facilitate the communication between the different detachments of the army. The cavalry was commanded by General Acton. Batteries of guns and mortars were conſtructed at the diſtance of a hundred and fifty toiſes from the walls of the city; and on the 25th, ſome of them being completed, they opened and kept up an inceſſant fire upon the enemy, who returned it with equal

teſtimony of his good conduct to Lord Nelſon, that by his Lordſhip's intereſt he was afterwards promoted to the rank of major in a Neapolitan regiment of infantry.

[p] No authentic accounts of the killed and wounded during this ſiege have reached me. I can therefore only ſtate, that we loſt one officer, Lieutenant Milbanke of artillery, who was killed by a muſket ſhot while reconnoitering the caſtle. Two Neapolitan officers alſo fell in one of the mortar batteries by the ſame cannon ball.

ſpirit. On the 26th the trenches were advanced within a few yards of the glacis; and batteries were begun to be erected.

From the rapid approach of the beſiegers the enemy were induced to capitulate without further oppoſition; and the terms they firſt ſent to Commodore Troubridge being rejected, others were ſent by him, to which they acceded.

On the 29th the French garriſon marched out and grounded their arms on the glacis. They were then marched to Naples, under a guard of four hundred Britiſh marines and two ſquadrons of General Acton's cavalry, and were there embarked for France.[q]

Capua has always been conſidered as the key to Naples; it is ſituated pleaſantly on the river Volturno, on the road from

[q] Commodore Troubridge, in his official letter detailing the circumſtances of the two ſieges, ſpeaks in the higheſt terms of the aſſiſtance he received from Captain Hallowell, as alſo from Captain Oſwald: he gives ample praiſe to Colonel Strickland and Major Creſwell, and the other officers and men of the marines; alſo to his two aid-de-camps, Lieutenants Lowcay and Davis, and Mr. Greig, an officer of the Ruſſian navy who was ſerving with him on board the Culloden. The Ruſſians under Colonel Baillie, the officers and men from the Portugueſe men of war, alſo Colonel Tchudy and his brave Swiſs, came in for their ſhare of well merited eulogium: as did alſo Generals Acton and Bouchard, and Colonel Gams, and Count de Lucci, chief of the etat major. Monſieur Monfrete was alſo ſpoken of in peculiar terms of praiſe.

As the troops were on their return to Naples Serjeant Macknight, of marines, being lame from an accident, was riding on a baggage waggon, when he received a ſhot from an unknown hand, of which he ſoon afterwards died. He was much lamented, being as good a ſoldier as well as one of the handſomeſt men in our little army. Suſpicions fell upon ſome of our allies, who had expreſſed great reſentment, and had repeatedly vowed revenge, becauſe they had been prevented plundering by the ſteady conduct of the Britiſh troops. A Neapolitan regiment, that relieved our marines at Capua, were no ſooner within the town than they began to exerciſe that cruel and diſgraceful cuſtom. The colonel, who was at dinner with the commanders, was called out to quell the diſturbance, and ſoon returned with an account that he was obliged to ſhoot two of his ſoldiers before they would deſiſt from plundering a houſe in the adjoining ſtreet.

Rome, and contains ſome handſome buildings. The ſurrounding country is perfectly level and highly cultivated. This city is celebrated by Silius Italicus for the luxury and debauchery that Hannibal and his army indulged in after the battle of Cannæ: it is about fifteen miles from Naples. The road to it lies through a rich and luxuriant country, where the huſbandman's toil is requited by a triple harveſt. The tall poplars on each ſide of the road were at this time loaded with vines that hung in feſtoons between them; and the ſoil below was bearing at the ſame time crops of corn, with melons and beans, and other vegetables in the intermediate ſpaces, ſo that not an inch of ground was unoccupied.

' Illa tibi lætis intexet vitibus ulmos:
Illa ferax oleo eſt: illam experiere colendo
Et facilem pecori, et patientem vomeris unci.
Talem dives arat Capua. VIRG. GEORG. lib. 2.

During the five weeks in which theſe events were carried on, Captain Hood had an arduous taſk to fulfil at Naples, where he commanded a body of ſeamen who had taken poſt in Caſtel Nuovo. The Calabreſe, as well as Ruffians and Turks, had entertained hopes that Naples was to have been given up to plunder; and the Cardinal, through whoſe means they had

' Round thy tall elms the joyous vines ſhall weave,
And floods of luſcious oil thy olives give;
This, with due culture, thou ſhalt ſurely find
Obedient to the plough, and to thy cattle kind.
Such fertile lands rich Capua's peaſants till. WARTON's Tranſ.

been thus marched from the furtheſt extremity of the Neapolitan dominions, had no power to curb their lawleſs acts, which broke out in various exceſſes. Captain Hood, by his firm and prudent conduct, at length ſucceeded in reſtoring good order; and it was remarked that Naples (ſo lately torn by inteſtine broils and revolutionary fury) never, in the moſt peaceable times, enjoyed a greater degree of tranquillity than under his government.

Previous to his taking this command divers atrocious acts of cruelty, and murders attended with circumſtances of the moſt ſavage nature, were perpetrated in the face of day. One of theſe, that I witneſſed, will be ſufficient to relate here in proof of this aſſertion. An unfortunate gentleman, ſuſpected of being a jacobin or rebel, was dragged wounded out of the houſe he had been concealed in, and in an inſtant was ſtripped and cut to pieces; his mangled limbs were drawn about the ſtreets, and his head roaſted before a fire kindled in them for that purpoſe. Some of our officers who were paſſing by, and obliged to witneſs the laſt ſcene of horror, of courſe expreſſed their concern and diſguſt at it, to the no ſmall aſtoniſhment of the mob.

During theſe tranſactions his Majeſty the King of Naples arrived in the Seahorſe from Palermo. He firſt went to Procida, but the day following came on board the Foudroyant, bearing the flag of Rear-Admiral Lord Nelſon; and his Majeſty was received with a royal ſalute from the whole fleet.

At this time ſeveral Neapolitan inſurgents were tried, condemned, and executed; among the reſt Admiral Carraccioli. He had formerly diſtinguiſhed himſelf by his zeal and courage when he commanded a Neapolitan ſquadron, and fought under the command of a Britiſh admiral. This unfortunate man had retired with his Sovereign to Sicily; perceiving that no ſteps were likely to be taken by his court to oppoſe the new order of things at Naples, he requeſted and obtained leave to return thither for the purpoſe of ſecuring, if poſſible, his large property in that quarter. His known courage and abilities then pointed him out, both to his countrymen and the French, as a proper man to head the marine whenever it ſhould be formed; and he entered with zeal into the ſervice. Perhaps he thought, as many others have thought, that the king's abdication of his throne, without making ſo ſtrenuous an oppoſition as he might have done to the revolutionary ſyſtem, and his quitting his capital ſeveral weeks before any enemy approached it, might plead his excuſe for joining thoſe who were now reſolved to erect a new government, ſince they were abandoned by their old. Be that as it may, he was tried by a Neapolitan court-martial on board the Foudroyant, condemned, and executed the ſame day on board a Neapolitan frigate then lying off the Mole.

While we were in the bay I amply indulged my curioſity in viewing the various objects that diſtinguiſh the capital and its environs. Among the reſt, the town of Pompeii demanded a

particular inveſtigation, and I viſited it, accompanied by a friend, before any one had yet ſeen it ſince the revolution. We found that ſeveral places had been opened, and new diſcoveries made by the French while they were maſters of the country. One houſe, that had been diſcovered, was in good preſervation. The pavement of the hall was of Moſaic work, having in the centre a ſmall fountain; and the paintings on the walls were perfect, and ſome of them well executed. In one room was a dining couch in the form of an horſe-ſhoe, on which the gueſts lay recumbent, and the viands were placed in the hollow of it. The couch being of ſtone, muſt, when uſed, have been covered with carpets or cuſhions.

In another place, which was only begun to be cleared away, there were many beautiful ornamental paintings on the walls. Whatever valuable ſtatues or coins (if any) were found, they had been removed by the diſcoverers.

It would require an abler pen to deſcribe the reſt of this curious place, or the other remains of antiquity which we viſited in the neighbourhood; I ſhall only obſerve, that they had in general ſuffered little injury.

The King had taken the precaution to remove the moſt valuable articles from his muſeum at Portici: but we were gratified by the ſight of ſome fine bronze and marble ſtatues there, which were found at Herculaneum; alſo the painted walls which had been removed from Pompeii, and curiouſly preſerved in their original ſtate; and a Moſaic pavement brought from

thence and relaid at Portici. An equeſtrian ſtatue, in the entrance of the palace, had been ſtruck by a cannon ball, and the head knocked off; but, as I was informed it was the only modern part of it, the injury is not irreparable.

I viſited the ſtudio in Naples, and had the ſatisfaction of ſeeing the famous ſtatue of the Farneſian Hercules, which, with ſeveral other fine pieces of ſculpture, was in a ſtate preparatory for removal, and had we not arrived they would ſoon have been conveyed to Paris; the boxes for the purpoſe were there, and gave proof of the ingenuity of the French, both as to the ſtrength with which they were conſtructed, as well as the mode in which the figures were prepared to be ſafe from injury. The ſpaces between the legs and arms, and other extended parts of the ſtatues, were filled with lime and plaiſter, ſo as to render the whole a ſolid maſs.

On the 5th of Auguſt, accompanied by Mr. O'Bryen, I paid a ſecond viſit to Portici, from whence we proceeded on mules to the hermitage on the ſide of Mount Veſuvius, taking three mountaineers as guides. When we arrived at the hermitage, where formerly dwelt a friar who was the ciceroni of the mountain, and famous for his vintage of lachryma chriſti, a rich wine in great requeſt, to our concern we found his cell had been broken open and rifled, as well as his ſmall chapel adjoining. Our guides ſaid that the jacobini had done it, and that the venerable man had been very ill uſed by them. We had reaſon afterwards to believe that theſe fellows were of the party,

as they offered to procure us ſome of the wine above mentioned, which had been diſtributed among the neighbouring cottages.

The day was exceſſively hot, and the labour, after we were obliged to relinquiſh our mules, was very great. After croſſing a plain of rocky lava, which proceeded from the chaſm or valley that ſeparates Somma from Veſuvius, we came to the crater from whence iſſued the torrent of liquid fire that overwhelmed Torre del Greco in 1794. The cinders a little way below the ſurface were ſtill hot, and ſmoke iſſued from ſeveral places. From thence we proceeded to climb the great cone, which conſiſting of ſmall pumice ſtones, we ſunk at every ſtep up to our ankles, and frequently, by its yielding to our weight, loſt as much diſtance in a minute as we had gained in ten.

At length we arrived at the ſummit of the mountain, and ſeated ourſelves on the brink of the crater, which appeared to be about a mile round. The inſide was ſo ſteep that our guides aſſured us we ſhould not be able to get out if we ventured to deſcend into it; and as ſmoke was iſſuing from ſeveral places with a rumbling noiſe, we deſiſted from the attempt. The ſurface of the bottom of the crater was nearly level and of a greeniſh hue; on firing a piſtol into it the echo and reverberated ſound continued for a conſiderable time.

From this place we had a noble view of the ſurrounding country. The plains before us were extended beyond the reach of the naked eye. Many of the neighbouring moun-

tains, which we could now look down upon, plainly ſpoke their volcanic origin from the crater or hollow on their ſummits, ſome of which had water in them, in others were thick groves of trees and ſhrubs.

As we returned to Portici we obſerved ſeveral half ſtatues of a biſhop holding up his hand towards the mountain. Theſe we found to be the repreſentation of the tutelar ſaint of Naples, St. Januarius, who is placed in the attitude of forbidding the mountain to pour its fiery inundations on the grounds or palaces where he takes his ſtand.

On the 6th of Auguſt Lord Nelſon in the Foudroyant, having on board the King of Naples, and Sir William and Lady Hamilton, got under weigh for Palermo; the Prencipé Reale, bearing the flag of the Portugueſe admiral the Marquis Neyſa, accompanied them. The following day the Swiftſure ſailed from the Bay of Naples.

In the note page 207, Lieutenant Davis is mentioned as one of the aid-de-camps of Commodore Troubridge at the ſieges of St. Elmo and Capua. It may be remembered that this officer was appointed by Admiral Nelſon to command the Fortune corvette, captured by the Swiftſure off the Bay of Aboukir. When Sir Sidney Smith took the command on the coaſt of Egypt he retained the Fortune, which went with him to the memorable defence of Acre, where Lieutenant Davis was actively employed.

On the 4th May 1799, he ſailed under orders from Sir Sidney Smith to cruize for three weeks on the coaſt of Syria, in order to cut off ſupplies that might arrive from Alexandria for the French army before Acre, having under his direction the Dame de Graſſe gun-boat. About three a. m. on the 8th, being at the diſtance of four miles from the coaſt near Jaffa, he fell in with a ſquadron conſiſting of three frigates and two brigs. At day-break one of the brigs having a red enſign diſplayed, came alongſide of him. Lieutenant Davis hailed her, and was anſwered with a broadſide and a volley of muſketry, when ſhe hoiſted French colours; he inſtantly returned their ſalute, and a ſevere, though unequal, conflict began. At ſix a. m. all his cartridges, and the greater part of his ſhot being expended, three of his guns diſmounted, his maſts, yards, and rigging cut to pieces, and the enemy coming cloſe upon his larboard

quarter with intent to board, Lieutenant Davis was compelled to ſtrike his pendant, his colours having been ſhot away three times. At this time, too, the three frigates had got within gun-ſhot of the Fortune; further reſiſtance, therefore, would have been raſh and uſeleſs. The veſſel that engaged the Fortune proved to be the French brig Salamine, and carried 18 guns and 140 men. The Fortune had only 10 guns, four and three pounders, all in bad condition. Lieutenant Davis was badly wounded, and had loſt two men killed and four wounded out of a complement of 28 men, including himſelf and ſervant.

The frigates were the Junon, Alceſte, and Courageux, under the command of Admiral Perrè, who ordered the Fortune and gun-boat to be ſunk. After cruizing on the coaſt nine days longer, the ſquadron proceeded to the weſtward. On the 8th of June they fell in with Lord Keith's fleet, which captured the whole ſquadron when they had arrived within ſight of their deſtined port. Lieutenant Davis was thus enabled to rejoin his ſhip, the Swiftſure, in the Bay of Naples. The gallantry of his conduct in this affair needs no comment.

CHAPTER XII.

..... Vallombrosa
Cosi fu nominata una Badia
Ricca, e bella, nè men religiosa,
E cortese a chiunque vi venia. ARIOSTO. Can. xxii.

THE critical ſituation of the French in the Roman ſtates, occaſioned by the frequent defeats they had lately ſuffered in Lombardy, the Milaneſe, and at Mantua, induced Lord Nelſon to ſend the Swiftſure to Civita Vecchia, the neareſt ſea-port to Rome, to ſee if any thing could be done to drive the enemy from thence, and aid the Auſtrians in their attack on the capital. The Swiftſure was proceeding thither, but an account arriving that the Seahorſe frigate had been driven by a gale of wind on the rocks near Leghorn, it was judged expedient firſt to proceed thither to her aſſiſtance.

On the 10th of Auguſt we paſſed the mouth of the Tiber, and could plainly perceive the ſtately dome of the cathedral of St. Peter at Rome. In the evening we ſpoke the Balloon, Portugueſe brig of war; and the day following worked to windward between Point Hercule and the iſland of Giglio.

On the 13th we anchored in the road of Leghorn, and had the ſatisfaction to find the Seahorſe ſafe in the harbour, having

got off from her perilous ſituation with trifling damage. The ſame evening the Minotaur arrived alſo.

The opportunity of ſeeing Leghorn, Florence, and even Rome, was now eagerly embraced by me, my kind friend and commander giving me permiſſion to make that tour, and in the event of his ſucceſs at Civita Vecchia, to join him there by the route of Rome.* Subſequent circumſtances prevented this arrangement taking place, but it gave me an opportunity of enlarging my tour. A friend from the Minotaur was permitted to accompany me by the favour of Captain Louis, and we proceeded from Leghorn, bearing letters and diſpatches for the Britiſh miniſter at Florence.

On the 15th we ſet off from Leghorn, proceeding through a level country, part of which was occupied by a foreſt of low

* I ſhall not particularize the circumſtances that took place at Civita Vecchia, as I received only a conciſe account of them afterwards, which is here related.

When the Swiftſure appeared off that place a French officer of diſtinction came off with a flag of truce, but nothing was then decided. At another time when ſome Neapolitan veſſels, (ſuppoſing the place was evacuated by the French), were making towards it, the French armed boats, and gun-boats of a large ſize, puſhed out to bring them in. But the launch and large boats of the Swiftſure were ſent to their aſſiſtance, and ſoon made the enemy retire, purſuing them with great ſpirit till under the guns of their own batteries, and nearly capturing them. Lieutenant Eylmer, in the launch, had a narrow eſcape; a ſhot from the enemy's battery, which killed a man who was in the act of taking aim, ſtruck the powder-horn from his hand. Captain Hallowell had already entered into a negociation with the enemy, and paved the way for a ſurrender of the place, when he was recalled to attend the Admiral at Palermo. Afterwards Commodore Troubridge in the Culloden, and Captain Louis in the Minotaur, arrived on the ſtation; and the French perceiving that all hopes of defending themſelves againſt the united powers that attacked them on all ſides were at an end, and thinking to obtain better terms from the Engliſh than the Auſtrians, conſented to ſurrender. Captain Louis proceeded to Rome, and there received the ſubmiſſion of the enemy, who were marched from thence to Civita Vecchia and embarked in veſſels that tranſported them to France.

oaks, and the ſame day we arrived at Piſa. It being the feaſt of the aſſumption of the bleſſed Virgin, great preparations were making for the due ſolemnization of it. The evening was ſpent by the higher orders at a grand ball at the theatre; from whence, at midnight, they ſallied out to join the ſolemn proceſſion to the cathedral, where high maſs was performed with all the pomp imaginable. The ſtreets leading to the cathedral, as well as the pavement of the ſame, were ſtrewed with myrtle and laurels, which being trod on, ſent forth a delightful odour. The fragrant ſmoke of the cenſers, the blaze of torches and lamps which illumined the ſtately fabric, and the ſolemn ſtillneſs of the midnight hour, formed ſuch a ſcene of grandeur and delight as impreſſed the mind with religious awe.

The next morning we went to view the ſite of the late ſolemnities. The cathedral, which is a noble pile of Gothic building, is ſituated in an area ſurrounded by thoſe other celebrated ſtructures, the baptiſtry, the cemetery, and leaning tower. The brazen doors of the cathedral are deſervedly admired. On them are repreſented paſſages from the Old and New Teſtament in baſſo relievo, executed by Bonano Piſano, whoſe buſt is placed near one of the doors. There are alſo many fine paintings, and handſome monuments, and other ſculpture in the aiſles and chapels of the cathedral.

The baptiſtry is a large circular building ſurmounted with a handſome cupola. It is built of marble, and is celebrated for a remarkable echo. The cemetery, or, as it is here called,

il campo ſacro, or the holy ground,[t] is appropriated for the interment of the inhabitants of the city; its form is oblong, and round the area are cloyſters, the walls of which are decorated with paintings repreſenting various pieces of ſcripture hiſtory; the figures as large as life. Among the reſt is one of the laſt day; ſome ſatirical ſtrokes at the monks in this picture would induce one to believe that it was meant to turn that body into ridicule, if we did not frequently meet with the ſame in all Roman Catholic countries. In theſe cloyſters there are alſo many handſome monuments to the memory of celebrated warriors, ſtateſmen, and others.

We next viſited the leaning tower, which is a handſome circular building of free-ſtone. On the outſide it is divided into eight compartments, with galleries ſurrounded by pillars, gradually diminiſhing in height toward the top, which give it a ſingularly light appearance. But what moſt characteriſes this ſtructure, is its being ſunk into the earth on one ſide, and thereby thrown full five yards out of the perpendicular. Some people imagine it was the whim of the architect that cauſed this inclination of the edifice; but that certainly is a vulgar error, for had he built it ſo in order to ſhew his ingenuity, he would have made it evident by erecting it on a pedeſtal horizontal with the earth: but that having ſunk equally with the reſt of the building, ſhows it was a fault in laying the founda-

[t] So called from ſome earth that was brought from Jeruſalem by the cruſaders and depoſited here.

tion that cauſed it thus to lean. From the top of this building we had an extenſive view of the ſurrounding country, which is highly cultivated and diverſified by mountains, plains, and rivers, with a diſtant view of the ſea beyond Leghorn. In the ſtreet leading from this venerable collection of ſacred buildings we viſited a foundling hoſpital, which reflects infinite honour on the founder and ſupporters of it. As there was a box to receive eleemoſynary contributions, we with pleaſure gave our mite in aid of ſo noble and meritorious an inſtitution.

The city of Piſa is handſome, and adorned with many private and public buildings. The river Arno, which runs through it, adds greatly to its beauty, and might be highly beneficial to its commerce. But Piſa at preſent appears to have fallen from that opulence its ſtately buildings ſeem to promiſe, and is far from populous.

We next proceeded to the baths of Piſa, which are about three or four miles from the city. There are many ſpacious houſes for the convenience of the fluctuating inhabitants. The hot baths are reckoned beneficial in gouty caſes. The buildings appropriated for that purpoſe are commodious, and are alſo ſupplied with cold baths. Our journey from hence lay through a rich country at the foot of ſome high hills, and the groves of olives we paſſed through reminded us of the oil which is made in this diſtrict, and takes its name from the city of Lucca, at which place we arrived the ſame day. It is about fourteen

miles from Piſa. The Auſtrians were in poſſeſſion of this place, the French having very lately evacuated it.

As we had, in our haſte to depart from Leghorn, forgotten to provide ourſelves with proper paſſports, we were taken into cuſtody by the guard, and carried before the Auſtrian commander. He addreſſed us in German, a language neither of us underſtood; but by the help of an interpreter we informed him of our country, and ſituation, and the object of our journey, which being corroborated by our letters addreſſed to Mr. Wyndham, we were civilly diſmiſſed, and preſented with Auſtrian paſſports. Having an introductory note to the Abbatè Chriſtophani, we availed ourſelves of it, and were politely received by that gentleman, and by him conducted to ſee a valuable collection of pictures belonging to the houſe of Bonviſi.[u] There is a good road either for carriages, or walkers, on the ramparts of the city, which are three miles round.

What, except the hope of plunder, occaſioned the French to attack this unoffending little republic, I could never learn; but one uſe they made of it was to take poſſeſſion of the armoury, which contained an ample ſtore. The braſs ordnance was of very curious workmanſhip, and highly emboſſed. Moſt of this had been removed and tranſported acroſs the Appenines, as I ſhall hereafter mention.

Taking leave of the friendly Abbatè, we ſet off for Florence;

[u] This family ſeemed to be at Lucca what the family of the Medici was at Florence, though in a leſs eminent degree. The preſent Marquis Bonviſi is a minor.

and on the road paſſed through the towns of Piſtoia and Prato. At the former place we viſited a ſilk mill, in which is a ſpinning machine of great ingenuity, ſeveral thouſand reels being ſet in motion by one water wheel.

In the evening we entered the city of Florence, after a pleaſant journey of about forty miles through a rich and cultivated country. And we could not but remark the difference between the inhabitants of Tuſcany and the wretched people of Naples; the climate being the ſame, it muſt ariſe from the ſuperiority of the government, which, though abſolute, is mild and equitable. We perceived a cheerful cleanlineſs that beſpoke content in the perſons and countenances of the Tuſcan peaſantry, who are in general robuſt and healthy, and the women are handſome, and neat in their perſons and habits.

At Florence we took up our reſidence at the Grand Bretaigne, kept by Sneidroff, a German who ſpeaks good Engliſh, and is a very civil and obliging landlord, very different from the generality of hotel-keepers out of England.

After paying our reſpects to Mr. Wyndham, the Britiſh Ambaſſador, by whom we were received with the greateſt politeneſs, and at whoſe table we were at all times treated with the trueſt hoſpitality, we proceeded to examine the many ſubjects of curioſity that are to be met with at Florence. The famous gallery demanded an early viſit, and we had the pleaſure to find it had hitherto eſcaped the deſpoiling hand of the French; but their intention to remove the contents was viſible

by the mark ſet on all the ſtatues and pictures. Each piece was numbered, and "Pour la Republique François," was written on every one of them. The vaſt extent of this noble gallery, which forms two ſides and the end of a ſmall ſtreet, and is filled with chef d'œuvres of the arts, occupied a long morning to inſpect in a curſory manner. And though we frequently repeated our viſits, we always found new ſubjects of admiration.

From the centre of one of the galleries we entered an octagon room called the Tribune. In this cabinet is the fineſt collection of ſtatues in the world. The Venus de Medicis, the Wreſtlers, the Arrotino, the Dancing Faun, and Apollo; beſides which, there are alſo ſome capital paintings of the firſt maſters.

From hence we entered a ſuite of rooms in which are collected the beſt paintings by the artiſts of paſt and modern times, and a number of inimitable pieces of ſculpture. The contents of one of the rooms attracted our attention in particular; it is entirely filled with the portraits of the moſt celebrated painters of the old ſchool, and with ſome of later date, each done by the artiſt himſelf. In this aſſemblage of genius we had the pleaſure to obſerve the portrait of our own countryman, Sir Joſhua Reynolds. And the only piece of modern ſculpture in the room, is the head of the Honourable Mrs. Damer, finely executed in white marble by herſelf. The portrait of Denner by himſelf, is finiſhed in the uſual ſtile of

that maſter; each hair and vein is minutely expreſſed, yet the effect of the whole is good, which is ſeldom the caſe where ſuch pains are taken in the detail. It would be an endleſs taſk to enumerate the contents of this far-famed gallery, nor will the ſcope of the preſent work permit it.

Adjoining the Palazzo Pitti is a muſeum which was founded by the Grand Duke about twelve years ago; yet, notwithſtanding the ſhortneſs of the period, it already contains a very valuable aſſemblage of curioſities; and the arrangement of them is excellent. Among other things that particularly demanded our admiration is a complete ſeries of anatomical preparations in wax; every part of the human frame is repreſented with the moſt exact nicety. There is alſo a ſeries of the animal, vegetable, and mineral worlds following each other in regular order, claſſed and numbered with preciſion. Thoſe productions that cannot be preſerved in their natural ſtate and colour, are ſo finely imitated in wax as almoſt to deceive the cloſeſt inſpection.

The laſt thing we ſaw at the muſeum was ſo horribly fine, that at the time the ingenuity of the artiſt aſtoniſhed us, the ſubject could not fail to fill our minds with horror. It is in three compartments; and repreſents the awful change which the human frame undergoes in the ſeveral ſtages of the plague. It is well worth the traveller's inſpection, but will by no means ſuit a deſcriptive account.

To view the numerous ſubjects of this muſeum, in a ſlight way, occupied two mornings; it would require many weeks to examine them with the attention they deſerve. The Abbaté Olmi, who had a ſhare in arranging and preparing this invaluable collection, accompanied us, and explained the nature of it in a manner both highly entertaining and inſtructive.

Palazzo Pitti, the elegant reſidence of the Grand Duke, had met with ſad uſage from the French. This palace was built and decorated from the private coffers of the Grand Dukes, without any aid from the people; yet this circumſtance does not appear to have raiſed any compunction in the breaſts of theſe deſtroyers. The rich ſilk curtains which hung before the doors and windows, reaching from the lofty ceiling to the ground, had been wantonly hacked to pieces with their ſwords as far as they could extend them, and ſeveral of the moſt celebrated pictures had been ſtripped from their frames. The Madonna della Sedia of Raphael had been ſtolen by the wife of a commiſſary; but this being diſcovered by the commanding officer of the French army, it was reſtored, but again diſappeared. Whether it has at length found its way to Paris is not known; the ſuperb frame ſtill remains where it hung. In this palace there are alſo ſome fine ſpecimens of Moſaic work, and inlaid tables of the manufactory of Florence.

The gardens of this palace, called Boboli, are elegantly laid out, and adorned with fine ſtatues and fountains. Near the city is a public ride much reſorted to by the Florentine no-

bility. It belongs to a ſmall palace, or rather farm, of the Grand Duke.

The river Arno runs through the centre of the city; in the ſummer it is very low, but when torrents from the mountains increaſe its waters, it has a very noble effect. Each ſide is faced with ſtone, and over it are ſeveral bridges of various architecture. One of theſe, called Pontè della Trinita, is remarkable for the peculiar form of the arches, which are uncommonly flat. In the ſummer evenings this bridge is a favourite promenade; and, to ſecure walkers from the interruption of carriages, the ends are at a certain hour ſecured with chains.

There are ſeveral theatres at Florence, but at this time only two were open; the Cocomero and the Pergola. At one of them we were preſented with a very curious drama of *fifteen* acts; it laſted three nights.

The cathedral church is an elegant building entirely of black and white marble in compartments, and is ſurmounted with an octagon cupola. Near the cathedral is a ſtately ſquare tower in which the bells are hung. It is compoſed of black, red, and white marble, in compartments. Near this building is the baptiſtery, alſo of marble, highly poliſhed, the three brazen gates of which exceed in beauty thoſe we ſaw at Piſa; the figures on them are highly finiſhed in baſſo relievo. The celebrated Michael Angelo, ſpeaking of theſe gates, ſaid, they were fit to be the doors of Paradiſe.

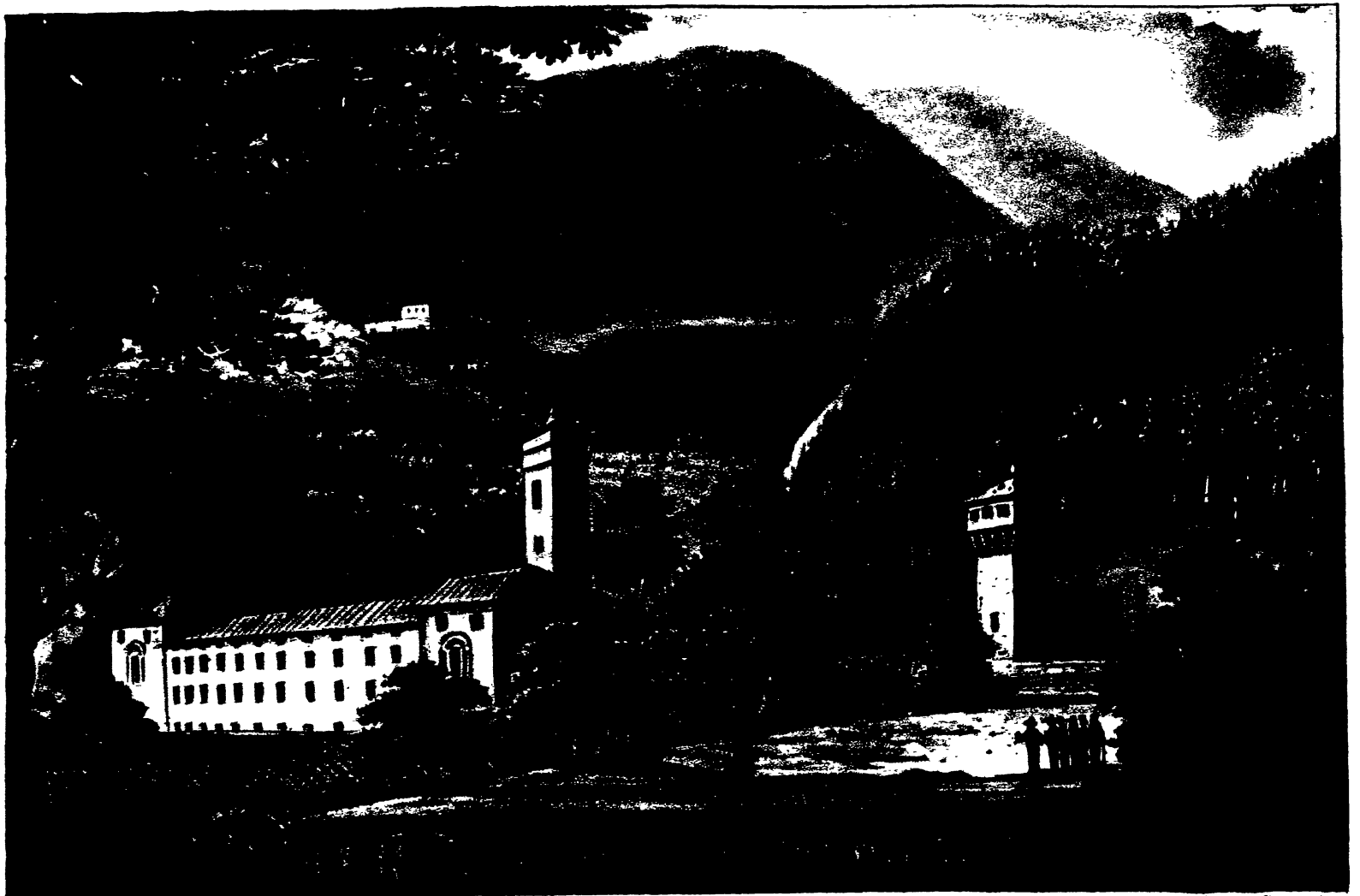
The chapel of Medicis, adjoining the church of St. Lorenzo, would be the richeſt piece of architecture in the world if it were completed: it is compoſed of the moſt valuable ſtones, ſuch as lapis lazuli, jaſper, and oriental agate: the ceiling and altar are unfiniſhed.

There are many fine antique ſtatues which adorn the ſtreets and ſquares of Florence. On the outſide of one of the gates of the city is a modern triumphal arch, which is an handſome ornament to that approach.

It would far exceed the limits of this work, were I to enumerate all the curious exhibitions of ancient and modern ingenuity that are contained in this city. Suffice it to ſay, that whether the French have, or have not, robbed it in their laſt viſit of ſome of its moſt valuable works, there muſt ſtill remain ſufficient to claim the attention of travellers; and this city muſt always poſſeſs attractions to detain them within its walls for ſome time. The manners of the people, the climate, the various amuſements, and, above all, the ſecurity in which both perſons and property are held, would ever make it a moſt agreeable reſidence.*

Having heard much mention of a Benedictine convent on the Appenines, we ſet off for that place with Mr. Alloway (who had returned to Florence with Mr. Wyndham, whom he

* Aſſaſſination, ſo common in moſt other cities of Italy, is very unuſual here. Mr. Wyndham told me, that, for the ſix years he had reſided in this city till the French came, not one murder had been committed.



had accompanied in his late voyage to Sicily). Our road lay up a ſteep aſcent, but having four horſes to our carriage, we arrived in good time at a village about fourteen miles from Florence. The road now became impaſſable for wheels, and we proceeded on horſeback through a romantic country, varied with ſteep aſcents, barren heaths, or ſhady foreſts. By a narrow path winding round the ſide of a mountain we came to an ancient bridge, below which the torrents, ſwelled by late rains, came tumbling over the rugged rocks.

At length we entered a foreſt of pines, and by a winding road reached the venerable monaſtery of Vallombroſa, ſo called from the beautiful wooded vale in which it is ſituated, although nearly on the ſummit of the Appenines. The annexed view will give a faint idea of the picturesque ſcenery of the place, which deſerved a far abler pencil.

We were received with hoſpitality and politeneſs by the monks: one, and ſometimes two of them, attended us while the reſt ſeemed entirely occupied by the duties of their profeſſion. The monaſtery is a handſome pile of building, the rooms commodious and well furniſhed; the chapel is large and handſome, and quite free from that glitter of tinſel ornament that too often ſpoils the appearance of ſimilar edifices in Roman catholic countries. One of the fathers conducted us through a wood, at the back of the houſe, to a ſmall habitation on the brow of a rock. On our road thither we paſſed over a wooden bridge that led acroſs a torrent formed by a waterfall of con-

ſiderable height. Soon afterwards our conductor ſuddenly ſtopped, and croſſing himſelf, ſeemed to regard with particular marks of devotion a rock that was in a receſs overhung with ancient oaks and pines. On examining the object of his adoration, we perceived the rude impreſſion of a man upon it: the worthy father told us it was a miracle that befel the founder of his houſe, who, while he was attending to the erection of the building above, fell from the height on the rock we ſaw, which ſoftened at his touch, and he eſcaped unhurt. After this we expected to ſee ſomething worthy ſuch a miracle in the ſtructure he was employed upon when it happened, but found nothing more than a ſmall houſe, in which were ſome indifferent pictures; and in a little muſeum we were ſhewn ſeveral ſpecimens of a peculiar compoſition like marble, repreſenting views of various places, which he ſaid was the invention of a Mr. Huggesford, an Engliſhman, who had been a brother of their order.[y] The next morning we climbed to the top of the hills behind the houſe, and found ourſelves on a large plain on the ſummit of the Appenines. From hence we had a view of the two ſeas on each ſide the Iſthmus of Italy, the Adriatic and the Tuſcan ſea. After paſſing two days much to our ſatisfaction with theſe friendly monks, we deſcended the mountain and returned to Florence.

[y] But Mr. Huggesford's taſte and induſtry are alſo viſible in the grounds round the monaſtery, which immediately ſtruck us to have been the work of an Engliſhman. The ſcenery, in that part contiguous to the houſe, reminded us of the appearance of an Engliſh park, where art is introduced to aſſiſt and not deſtroy nature.

Cooper Williams del.t

T. Stadler scalp

Cubillaro on the Appennines.

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Finding that the Arretines[z] advanced but ſlowly towards Rome, and that we might be long detained in their camp, ſhould we follow our firſt plan of going thither, we determined to ſee thoſe parts of Italy that had lately been wreſted from the French by the Auſtrians and Ruſſians. General Suwarrow had at this time been victorious in ſeveral hard-fought actions in the Milaneſe, and was advancing towards Genoa.

We, therefore, after procuring proper paſſports through the friendly aſſiſtance of Mr. Wyndham, aſcended the Appenines with a Vetturino,[a] who was to convey us to Bologna. The road, though ſteep, was in general good. At Alle Maſchere we baited our cattle, and again ſet forward. Climbing the mountain for thirty miles, we arrived in the afternoon at Cubillario; which is a lone inn on the higheſt part of the road acroſs the Appenines. Here our muleteer adviſed us to ſtop; and we found our accommodations tolerably good.[b] While the fire was

[z] The Arretines are the country troops that roſe againſt the French and helped to drive them from Florence; they were commanded by Colonel Mari. While the French remained at Florence, they had frequent ſkirmiſhes on the neighbouring mountains with theſe gallant patriots, who, without any aſſiſtance from the higher nobility of the country, had riſen againſt the invaders, and revenged, as far as lay in their power, the inſults offered to their beloved Duke. In ſeveral actions they had compelled the French to retreat to Florence with great loſs. They were ſometimes headed by Signora Mari, a beautiful and elegant woman, wife to the colonel. Like Clorinda ſhe bravely led them, dreſſed in a military habit, and well performed her part.

[a] The Vetturini are people who furniſh horſes or mules to convey travellers for a ſtipulated ſum; they alſo provide proviſions on the road; but care muſt be taken to enter into a written agreement before you ſet off, and that the time they are to be on the road, and the places they are to ſtop at, are ſpecified. We took a carriage with us on the journey, and found the Vetturino ſo ſlow in his motions, that we afterwards preferred the more expenſive, but pleaſanter, method of taking poſt-horſes.

[b] The plate gives an exact idea of an Italian inn. Under the arches the carriages are ſecured from the weather; within them are the ſtables, and the rooms above are appropriated for the gueſts.

lighting above ſtairs (for the air was now exceedingly cold from the height of our ſituation, though it was in the middle of Auguſt) we went into the kitchen, and there found ſeveral of the country people warming themſelves and converſing on the events of the war, and the various changes they had lately witneſſed. One of them, to our ſurpriſe, declared, " that they might ſay what they would of the Ruſſians and Auſtrians, of Suwarrow or Prince Charles, yet the Engliſh Signior Pitt was the moving ſpring of all, for without him the French would never have been driven out of Italy." We were not a little pleaſed at this homage paid to our illuſtrious countryman in a place where we hardly expected that even the exiſtence of our iſland was known.

In the courſe of our journey up the mountains, we had paſſed ſeveral broken gun-carriages, and in ſome places perceived they had been tumbled over the precipices, broken pieces being diſcovered in various directions; here a wheel, there a ſhaft or beam, and the gun in a third place. At Alle Maſchere we ſaw ſome Auſtrian ſoldiers who were employed in conducting theſe pieces of ordnance; and from them we learned that theſe were the guns which the French had taken from the arſenal at Lucca, and had abandoned on the road. They were now taking them to Bologna, from whence they were to be conveyed to Mantua. The ornaments on theſe guns, which were all of braſs, were exquiſitely finiſhed; the knobs at the breech repreſented the heads of various animals, or of men, curiouſly executed. The

arms of the Republic, with ſuitable ornaments and inſcriptions, were equally well done.

The following day we ſet forward before ſun-riſe. Juſt as we came to an opening of the mountains, from whence we had a magnificent extended view of Lombardy with numerous towns and villages on the plains below, the ſun roſe and tinged the mountain tops with the moſt brilliant colours. As we deſcended the winding road down the ſteep declivity we met ſeveral troops of Auſtrian cavalry on their march towards Rome. The romantic craigs of rocks that hung over our heads, the tall cheſnuts, oaks, and pines, that ſeemed coeval with the ſoil, ſtone bridges decorated with crucifixes, the fertile fields that were in the vallies below, and the waters of the Adriatic, of which we occaſionally had a glimpſe at the extremity of the horizon, formed altogether a ſublime picture.

At length we reached Pianoro, a ſmall village at the foot of the Bologneſe ſide of the Appenines; here we intended to breakfaſt, but the inn being already filled with the Auſtrian officers, part of the army having halted at this place, we were conſtrained to paſs on above a mile to a wretched hovel, where however we contrived to make a hearty meal on an omelet; and from thence proceeded to Bologna. We now diſmiſſed our veturino, intending to take poſt-horſes; but experienced ſome difficulty in compaſſing this point, as all the horſes were taken poſſeſſion of by the military to tranſport the baggage and ſtores of the army. However, by making our caſe known to

the commanding officer, we were allowed a pair of horſes, to which our landlord contrived to add another pair by ſtealth, and we reached Tedo by nine o'clock.

This place is a lone houſe a little out of the high road, where we were informed Lord Briſtol, the Biſhop of Derry, had been confined by the French for ſome time. From hence we proceeded, the next day, through a level country to Ferrara. On our road we croſſed a branch of the Po, called Rhino, the waters of which were not more than three feet deep.

At Ferrara we viſited the Palazzo Parodiſo, where is a moſt excellent library, conſiſting, as we were told, of eighty thouſand books. Here we ſaw the original manuſcript of the Orlando Furioſo of Arioſto, alſo ſeveral original letters in the hand-writing of Taſſo, Petrarch, and other celebrated poets. The chair and ink-ſtand of Arioſto are curioſities ſhewn with great marks of reſpect here. The tomb alſo of that poet is to be ſeen at the Benedictine convent; but the French, after turning the unfortunate monks out of their monaſtery, had converted it into an hoſpital. At this time it was ſhut up, as was alſo the chapel adjoining, where the tomb is depoſited.

The fate of the Benedictine monks has been peculiarly hard: they are in general men of family, who have been uſed to the comforts of life; and, it is but juſtice to obſerve, they diſpenſe the wealth they poſſeſs with a liberal hand. Thus rudely thruſt out of their poſſeſſions into a world they had renounced, they were in danger of being ſtarved, if the benevolence of their

poorer brethren had not aſſiſted them. The labouring poor in the neighbourhood of theſe monaſteries have great reaſon to lament the loſs of their employers and benefactors.

Ferrara once was a place of great opulence and conſequence; but, ſince it has fallen into the power of the Roman See, it has become quite the reverſe, and is now the dulleſt place I ſaw in Italy.

From hence we next proceeded to Padua. Croſſing the Po, we paſſed through St. Madalena and Coſta, and changed horſes at the ancient town of Rovigo, and thence paſſed through a diſtrict which produces abundance of the largeſt hemp; the country is marſhy and unpleaſant, but highly cultivated.

We ſoon afterwards paſſed the Adige, and from thence proceeded to Monſelicé, where we again changed horſes, and arrived at Padua in the evening. We were much ſtruck with the pleaſant appearance of this celebrated place. The cathedral, and other churches, the ſaloon or great hall, and the univerſity, are all intereſting objects.

From Padua we followed the tract of the Brenta for ſome miles, and were much pleaſed with the handſome appearance of the villas that adorn its banks. That of Prince Piſani attracted our attention, and induced us to viſit it; and it well anſwered our expectations. The grand hall of this palace is truly magnificent, and the freſco paintings on the ceiling are admirably finiſhed. Our attention was attracted by two oil paintings of the Tower of London, which were drawn to com-

memorate the landing of a prince of this family, who was formerly ambaſſador from Venice to our court. One of the rooms of this palace is fitted up in the Turkiſh ſtyle.

Leaving this delightful manſion, we proceeded to Dolo, ten miles from Padua, and thence arrived at Fuſina, nine miles further, where we left our carriage and embarked on the Lagune, or ſhallows, in a gondola, and in an hour entered the city of Venice.

We took up our reſidence at Pedrillo's hotel, the White Lion, on the grand canal, which, beſides being a very comfortable houſe in all reſpects, commands a pleaſant view of the Rialto. The annexed ſketch I made from the windows of our apartment.

Venice has been ſo often deſcribed, that I ſhall only remark the alterations it has ſuſtained from the late viſit of the French, who deſtroyed the ancient government, and did all the miſchief they could to the arſenal, and then gave it up to the Auſtrians. The four brazen horſes that were brought from Conſtantinople, ſaid to be the work of Lyſippus, and placed over the entrance of the cathedral of St. Mark, had been taken away by the French. We were informed that the removal of theſe celebrated horſes created much diſturbance in the city, and would have been prevented by the populace, but their power was not equal to their wiſhes.

The lions mouths at the top of the grand ſtaircaſe of the Doge's palace, into which anonymous accuſations were thrown,

Copper Wilkinson del.

E.C. Stadler sculp.

Fig. 1. Grand canal, the Piazetta, Venice.

are deſtroyed, and the place cloſed up where they were fixed. The fine paintings in this magnificent palace remain as they were, being painted on the walls.

The cathedral of St. Mark is remarkable for the fine Moſaic work in the ceiling, as well as for the general beauty of the building.

We viſited many of the palaces of the noble Venetians, and ſaw the fineſt paintings of the Venetian ſchool, but could not help regretting the decayed appearance they have, which is not the caſe of paintings by the ſame maſters in other parts of Italy. I imagine it muſt be occaſioned by the ſaline humidity of the air.

The arſenal and dock-yard are admirably contrived: the ſhips, from the largeſt man of war to a galley, are all built under cover, ſo that they are not liable to be warped either by partial winds or the heat of the ſun. The French had exerciſed their ingenuity in deſtroying the ſhips that were on the ſtocks, but not in a ſtate to be taken away: they had built a ſtrong prop under the centre of the veſſel, and then, knocking away the piles that ſupported the ends, they were broken by their own weight. Several large gallies had been ſcuttled and ſunk; but theſe the Auſtrians had contrived to weigh and refit. In the foundry we ſaw the proceſs of caſting and boring braſs cannon. The armoury had been entirely ſtripped, and a uſeleſs piece of miſchief exerciſed; large cannon-balls had been rolled down the fine marble ſteps in order to break and diſfigure them.

On Sunday evening we were much entertained at a concert of inſtrumental and vocal muſic at the chapel of the Oſpedale della Pieta. All the performers are young women, who receive their education gratis at the hoſpital. There are ſeveral other inſtitutions of a ſimilar kind.

We were told that in this city there were four theatres; at one of them we ſaw an opera in which they celebrated the conqueſt of the Ruſſians, Engliſh, and Auſtrians, over the French; but when the French flag was thrown down and deſtroyed, it did not meet with that enthuſiaſtic applauſe that ſimilar repreſentations receive at Florence.

That we might the better judge of the ſize, as well as general appearance of this remarkable city, we aſcended to the top of the great tower of St. Mark, which is three hundred feet high: from hence we had a noble view of the city; every ſtreet of which is water, and the only carriages are gondolas and boats of traffic. There are, however, many narrow alleys that communicate with each other by bridges; of the latter there are ſaid to be more than five hundred. Round the city are a multitude of iſlands of different forms, and appropriated to various uſes. Some are entirely laid out in beautiful gardens and handſome palaces, others have extenſive manufactories, or churches and convents. The gondolas have a very ſombrous appearance, being univerſally black; but their convenience, and the ſwiftneſs of their motion, render them the pleaſanteſt of carriages.

As our ſtay would not allow of a minute inſpection of the various objects of curioſity that adorn this city, we were conſtrained to take only a curſory view of them. One day we proceeded in a gondola through the whole of the grand canal. The palaces, whoſe fronts are towards the canal, are moſtly of the Grecian order, and boaſt the maſterly hand of Palladio, Sanſovino, and San Michelle; but, from the corroſive ſea air, they have acquired a brown and dirty appearance. The floors of the houſes here are of a compoſition of plaiſter highly poliſhed, and of various colours, repreſenting different kinds of marble. Though theſe floorings are common throughout Italy, they are much better finiſhed and diſplay greater taſte here than elſewhere.

After paſſing four days in Venice, we returned to Fuſina, and from thence meaſured back our ſteps to Padua. There are many handſome churches and other public edifices in this city; the church of St. Antonio is a noble Gothic building, founded ſo early as the year 1255; and is enriched with ſome capital paintings, particularly of the Venetian ſchool. The botanic gardens are greatly admired by ſtrangers for the convenient arrangement of the plants.

The great hall, or town houſe, is well worthy inſpection: it appeared to us to be as large as Weſtminſter Hall; round the upper part of the walls are paintings of the twelve ſigns of the Zodiac, and ſmall circular windows are ſo diſpoſed that the ſun at a certain hour darts his rays on the ſign that governs the

month; ſo we were informed by our ciceroni, whether true or falſe, I ſhall not pretend to determine. In this hall Bonapartè gave a grand entertainment to the officers of his army, and the principal people of the place, but left the inhabitants to pay the expence of it.

Some cardinals had already arrived at Padua in order to form a conclave for the election of a Pope, in the room of the late unfortunate Pontiff, who had juſt fallen a ſacrifice to French perfidy and ingratitude.

From hence we went to Vicenza; but the evening cloſed in before we reached the city: being circumſcribed in point of time, we ſet off early the following morning; ſo that all I can ſay of the place is, that it appeared to us, on the morning of our departure, to be handſome and well built, and the ſituation remarkably pleaſant. I can alſo vouch for the urbanity of the inhabitants; for, by miſtake, we went into a converſationè of the nobility, where none but thoſe who are properly introduced are permitted. But we were foreigners, and Engliſhmen; the rule therefore was politely diſpenſed with, and we were received with marks of attention and civility highly gratifying to us.

We have, however, to lament that we could not pay more attention to a place that gave birth to Palladio, and where ſome of the beſt ſpecimens of his ſkill in architecture are to be found.

From Vicenza we paſſed through a fertile country to Monte Bello, and from thence to Caldiero, at each place changing horſes, and by noon entered the celebrated city of Verona, and

found there remnants of antiquity that fully juſtified all we had been told of it. The fine marble amphitheatre is in excellent preſervation, and gives a clear conception of the order and arrangement that was preſerved at thoſe public exhibitions, where ſuch multitudes of people were aſſembled. This amphitheatre is ſaid to be leſs than the Colyſæum at Rome, but much more perfect. It is capable of containing twenty-two thouſand and eighty-four ſpectators, all of whom could eaſily ſurvey the arena or ſpace where the gladiators engaged with each other, or with wild beaſts.

The river Adige runs through this city, over which are four handſome ſtone bridges. The ſtreets in general are narrow, but that called Il Corſo is long and ſpacious; in this ſtreet during the carnival are races for horſes and footmen. We alſo were ſhown two gateways, which our ciceroni aſſured us were ancient triumphal arches; one certainly was not, and I have reaſon, from ſubſequent information, to believe that the other has no claim to that title.

From the walls of the city we had an extenſive view of the ſurrounding country. The plain extending for three miles, and ſkirted by riſing ground, had lately been the ſcene of ſome gallant actions between the Auſtrians and French: the former with only ſixteen thouſand men engaged the latter ſtrongly poſted on the heights with forty-five thouſand men. The inhabitants on the walls anxiouſly beheld the combat. Towards the cloſe of the day a ceſſation of hoſtilities took place; the Vero-

neſe, fearing that their friends were in danger, could no longer be reſtrained, but inſiſted on being led to their aſſiſtance; the Governor complied with their wiſhes, and marched with them to the Auſtrian camp. When the day broke, and the French diſcovered the numerous reinforcement that appeared on the ſide of their enemy, they retreated with precipitation to the diſtance of ſeven or eight miles from the field of battle, imagining that the undiſciplined troops would retreat to the city, which they did. But at this eventful moment a large body of Auſtrians troops from Vicenza and Venice arrived, and changing the face of affairs, the French were again beaten. They then attempted by a manœuvre to regain the city before the Auſtrians, but were once more foiled by them; for the Imperialiſts, being aware of their deſign, had loaded large and heavy barges with ſtones, and ſetting them adrift, they fell down the river with ſuch rapidity, that ſtriking the piles of a temporary bridge the French were obliged to paſs, it gave way, and thus ſtopped their career. Many were drowned, and thoſe who had already paſſed over were either taken or killed, and the reſt of the army retreated.

In this city the celebrated Paul Veroneſe was born, and many of his fine paintings are to be ſeen in the churches and public buildings. Here alſo we were ſhewn ſome curious petrifactions of fiſh which are found at Monte Boſco: we bought ſeveral ſpecimens which repreſent the fiſh in a very perfect ſtate, even the bones and ſcales being viſible; they are found

in a ſoft white loamy ſtone. Beſides theſe, crabs and oyſters are alſo found in a ſimilar ſtate.

From Verona we journeyed for eleven miles through a rich and well cultivated country to the little town of Caſtel Nuovo, where there was nothing to arreſt our attention.

The next place we came to was Peſchiera, a ſtrong fortreſs on the ſide of Lago di Garda; it commands a paſs from the province of Breſcia into the Veroneſe. When the Auſtrians were on their march from Breſcia the French retreated from this fortreſs to Mantua, breaking down part of the bridge and deſtroying the road in their rear, which we found ſtill in ſo bad a ſtate as to be hardly paſſable.

From hence our road lay on the margin of the lake to Deſenzano, a ſmall town delightfully ſituated on the ſouthern ſide of it. Being a faſt-day we dined on a large trout juſt taken from the lake. From the windows of our dining-room we had a view of this beautiful ſheet of water, which is thirty-five miles long and twelve broad. At the furtheſt extremity we beheld the majeſtic ſummits of the Alps riſing as it were out of the boſom of the lake. Monte Baldo, a barren mountain, whoſe rugged ſides overhang the eaſtern margin of the lake, oppoſed to the ſofter beauties of the weſtern ſide, formed altogether an enchanting picture. In the evening we walked for about two miles along the ſhore through ſome delightful meadows. The weather was ſoft and pleaſant, and a light breeze juſt ſerved to ruffle the ſurface of the water, and fill the ſails

of the boats that were conveying merchandiſe from one town to another. Some tall poplars ornamented this quarter; and from hence I took the drawing which repreſents the narrow part of the lake towards Monte Baldo, with a ſmall town or village at the foot of it. A promontory of land, that from this point of view had the appearance of an iſland, on which were ſome buildings with a chapel and fortreſs, added much to the pictureſque effect of the ſcene.

We now retraced our ſteps to Caſtel Nuovo; from hence we paſſed over a rugged and diſagreeable by-road to Roverbello; and having croſſed the Mincio,[c] early in the afternoon we reached Mantua. This city, ſituated in the middle of a ſwampy lake, has been the object of ſevere conteſts between the French and Auſtrians in the courſe of this war. Bonapartè, after a ſiege of many months, during which he loſt a great number of men from ſickneſs, took it by capitulation, the garriſon being reduced to the laſt extremity by famine.

At the time of our viſit it had juſt paſſed into the hands of the Imperialiſts, who in a few weeks retook it, advancing their works with aſtoniſhing rapidity to within ſeventy paces of the horn-work that defended the cauſeway; from whence the

[c] When arrived at the banks of this river, Virgil's beautiful lines ſtruck us as peculiarly deſcriptive.

"Tardis ingens ubi flexibus errat
Mincius, et tenera prætexit arundine ripas."
VIRG. GEORG. lib. 3.

Where Mincio's ſtream meand'ring ſlowly feeds
Around his ample ſhores the tender reeds.

Vue sur le Lac de Genève

Peint par Wilson, R.A.

Gravé par Scott

French were ſoon driven, and a breach being made in the walls of the town, and an eſcalade reſolved on, the beſieged were induced to capitulate. As we paſſed the cauſeway the artificers of the army were buſily employed in filling up the ditches, and deſtroying the works they had made in their late ſiege, and alſo in rebuilding that part of the wall that had been battered down.

We put up at the Royal Auberge, which well deſerves the name, as it has more the appearance of a palace than an inn. You did not enjoy the ſumptuous apartments without paying well for them. We found it the moſt extravagant inn we met with on this tour. The ſtreets of Mantua are in general ſpacious, ſtraight, and adorned with handſome edifices. The cathedral, built by Giulio Romano,[d] is a ſpacious building; many of the paintings in it are alſo by the ſame maſter. The caſtle, or ducal palace, has alſo ſome capital pictures by Annibale Caracci, Palma, and one by Titian; the ceiling is by Giulio Romano. At the palace di Thé (named ſo from its being formed like the letter T) we ſaw ſome freſco paintings of Giulio Romano, who alſo gave the plan for this palace: the two moſt remarkable are, the fall of Phaeton, and Jupiter's victory over the Titans; the figures of the latter being larger than life, have a terrific appearance. In the court-yard of this

d This celebrated painter and architect was interred in the church of St. Barnabas in Mantua; but by the alterations that have ſince taken place in the edifice, the exact place where he lies is unknown. His houſe was oppoſite to the church. It will be remembered by my readers, that honourable mention is made of him by our great dramatic poet Shakeſpeare; ſee Winter's Tale, act v.

palace we ſaw a large train of artillery, of various forms, and different kinds of compoſition. We learned they were captured from the French, and conſiſted of a medley they had picked up in their various depredations. Some large pieces of ordnance attracted our attention, from the colour of the metal, and the ſimplicity of their appearance, being turned quite plain, without any ornament. We found they were compoſed of bell-metal, in which there ſeemed to be a large proportion of ſilver.

It is in the recollection of every one, that, at the commencement of the French revolution, the bells of all the churches in France were put in requiſition, and melted down for the ſervice of the Republic; and theſe were ſome of them. I ſhould imagine the noiſe they make when fired, muſt be greater than thoſe of braſs, which exceed iron guns in a ſharp ringing ſound that follows the exploſion. There were alſo ſome beautiful pieces of more ancient ordnance from Lucca and other places.

In the evening we went to the theatre, which is handſome, and better lighted than is generally the caſe in Italy, and the performance was good.

From Mantua we proceeded through a fertile country till we arrived at the banks of the Po, which we croſſed over in the ſame manner as before in our road from Ferrara to Padua. The contrivance is ingenious, and peculiarly eaſy and expeditious. Two large flat boats are faſtened together, on which

Cooper Willyams del.

I.C.Stadler. sculp

Flying Bridge on the Po

London Pub.d by J.Whit. Fleet Street 1801.

a firm deck is laid; on the fore part is a beam erected on two poles, from whence a ſtrong rope is extended into the centre of the river, and there fixed. Small canoes with ſhort maſts are placed at certain diſtances along the line to keep it clear of the water. When the paſſengers are all embarked the ferryman unhooks the ſide, and gives it a gentle motion with his pole, at the ſame time ſhifting the helm; the current of the river then contributes to aid its motion, and it ſwings over like a pendulum, with its head ſtill to the ſtream, till it reaches the other ſide, where it is again faſtened, and the paſſengers, horſes, and carriages, are diſembarked without any difficulty. When it returns the helm is again ſhifted, and the rope brought to the oppoſite ſide of the beam.

At the neat little town of Carpi we dined, and from thence paſſing through Modena, and by the fortreſs of Fort Urbino, we arrived once more at the St. Marco in Bologna, a houſe whoſe aſpect is not ſo good as the entertainment, which is excellent.

The city of Bologna is remarkably ſtriking in its appearance; almoſt all the public ſtreets are accommodated with covered walks, with handſome though heavy corridores. The Aſinelli tower, from its vaſt height, riſing out of the centre of the city, gives a peculiar appearance to the city when ſeen from a diſtance. The buildings in general are not celebrated for beauty; but Bologna boaſts of the fineſt collection of paintings of any city in Italy, Rome only excepted. The Caraccis have contri-

buted by their excellent paintings, and thoſe of their ſcholars, to enrich the collections in this city.

From Bologna we retraced our ſteps up the Appenines, and this time breakfaſted and changed horſes at Pianoro, and were well pleaſed with the civility of our hoſt, and profited much by the advice he gave us concerning the impoſitions of the people at the poſt-houſes up the mountain, who frequently endeavoured to make us take more horſes, and even bullocks, to drag our light carriage, where there was no neceſſity for it. On our journey we met part of the French army which had ſurrendered to the Auſtrians, and were on their march under an eſcort to Mantua.

At Pietra Mala we left our carriage, and, accompanied by a guide, walked over ſome rough road for about a mile, to view the curious volcano, which, it is ſaid, has never increaſed beyond its preſent bounds. The ſpace it occupies, in the middle of a large open meadow, is about thirty paces in circumference; the ground within that circle has the appearance of burnt clay. From ſmall chaſms or cracks the flame riſes, but it never explodes or throws up lava like the volcanos of Ætna and Veſuvius. A remarkable circumſtance attends this flame: in heavy rains it riſes to a great height, and blazes with redoubled fury; but a ſtrong wind damps its ardour, and for a time it appears extinguiſhed. The country people, as well as travellers, frequently roaſt eggs or potatoes, and boil water by the flame; the ground near it appears to be hollow when ſtruck with the

foot, but it is not warm except at the fiſſures. Sometimes the chaſms cloſe, and new ones open, but never extend beyond the circumference abovementioned.

From hence we again ſet forward and reached our former lodgings at Cubillario. On the road this day a large maſtiff jumped into the carriage, and ſeemed to careſs us with ſingular marks of fondneſs. At Cubillario the ſervant informed us ſhe remembered the ſame dog attending the French army on its march to Romè; probably it had loſt its maſter, and was reſolved to ingratiate itſelf with the firſt it met. We paſſed this night at Cubillario, where we met with ſome Auſtrian officers who ſeemed well pleaſed to enter into converſation with Engliſhmen.

From hence, at an early hour, we ſet off for Florencè. In our deſcent down the mountain we were particularly ſtruck with the appearance of that beautiful city; the river Arno winding and extending itſelf through a rich and well cultivated country, abounding with beautiful villas and romantic ſituations, and the plains covered with tall trees of various deſcriptions, and large groves of olives, whoſe deep green contraſted with the livelier tints of the vine, gave a peculiarly pleaſing appearance to the landſcape.

On re-entering Tuſcany we could not avoid remarking the ſuperior neatneſs and joyous countenances of the people contraſted with the inhabitants of the Eccleſiaſtic States. In the latter, beggary, idleneſs, and diſcontent, ſeemed to reign. One cauſe of this indeed might be attributed to the uncertain

ſtate of their affairs, having as yet no regular government eſtabliſhed. The Auſtrians at preſent were maſters of it, but the event ſtill hung doubtful in the ſcale of fortune.

On our arrival at Florence we learned that Rome had not yet ſurrendered; we therefore paſſed another week very agreeably in viewing the curioſities of the town and neighbourhood, and in the ſociety of ſeveral agreeable people to whom we were introduced by the kindneſs of the ambaſſador. Among others we dined at a pleaſant villa belonging to Signor Donato Orſi, a rich and loyal banker of Florence. The villa is about two miles out of town, and, being on a riſing ground, commands an extenſive and beautiful view of the ſurrounding country: but what renders it moſt celebrated is, that it was once the property and favourite reſidence of the celebrated Machiavel.

Another time we paſſed the day at a Carthuſian monaſtery, a few miles out of the city. The manſion, which is ſpacious and commodious, is built on an eminence overlooking a ſmall and rapid river in which are found many rare ſtones and pebbles which, when cut, make excellent ſeals. An extenſive garden ſurrounds the building, and is guarded by a high wall beyond which the monks never go. Their habit is white, and their heads cloſe ſhaven: the rules of their houſe are very ſtrict; as, except on particular occaſions, they never converſe. The prior and a friar, who was brother to an abbate that accompanied us, received us with much hoſpitality; and appeared to enjoy the privilege of converſation, and amply made up for their general

taciturnity. In our walks about the houſe and gardens we met ſeveral of the monks with their cowls drawn over their heads, and ſeemingly intent on their devotional meditations.

To examine the arts and manufactures of Florence demanded more time than we could afford; but among thoſe we ſaw, the manufactory of inlaid marble demands ſome notice. It was eſtabliſhed by the Grand Duke, and is carried on entirely at his expence. The marble is cut into thin pieces, and arranged in ſeparate compartments according to their colour and ſhade; they are then cut into the ſhape required, and curiouſly fitted together on a table of ſlate. In this manner pictures are copied with the greateſt exactneſs, and with conſiderable effect. The mode of cutting it is by a copper wire ſtrained on a bow, on which a little oil and emery is put, and with this it is continually moiſtened.

The manufacture of alabaſter, by Piſani, is well worth ſeeing. Here are copies of the moſt celebrated ſtatues, and vaſes of different ſizes cloſely imitated, and finely executed: they are ſold very reaſonable.

The Studio, where youth are inſtructed in drawing, ſculpture, and architecture, owes its foundation to the munificence of the Grand Duke. We alſo viſited Signor Raphael Morghen, who is eſteemed the firſt engraver in Italy. He was at this time putting the finiſhing ſtroke to an engraving of the Laſt Supper, from a painting by Raffaele, which has ſince been publiſhed.

The mountains ſurrounding Florence are in general quarries of the fineſt marble, uſeful both for ſtatues and architecture.

Being one evening attracted by the beautiful appearance of ſome tranſparent vaſes in a newly opened ſhop in the ſtreet Maggio, we entered it, and, while admiring the exquiſite workmanſhip of the alabaſter ſtatues and vaſes, our attention was called off by a tall venerable figure of a man with long grey locks flowing down his ſhoulders, and wrapped in a looſe robe. On inquiry, we found he was a Swiſs gentleman who lodged in the houſe. Our appearance alſo announced our being foreigners, and he imagined Engliſhmen. He addreſſed us in our own tongue with conſiderable elegance, and ſaid he was too old to ſtir out himſelf, but begged the favour of our coming to him; which in a few days after we did, and were much entertained by his converſation. He told us his name was Valltravers; that formerly when in the height of his fortune and health, he had viſited England for a conſiderable time; that he had an eſtate there, but by the fraud of his agent he could neither receive the income of it or ſell it; that the troubles in Switzerland had driven him to take refuge at Florence, with the wreck of his fortune, attended by his niece. His age was eighty and upwards, and he ſaid he was a Fellow of the Royal Society. He preſented me with a tract he had written and publiſhed in England in 1786 on the practicability of diſcovering a northern paſſage between the Pacific and Atlantic Oceans. This opinion

indeed was ſo ſtrong in the mind of the old gentleman that his diſcourſe frequently turned on it.

The time now approached when we were obliged to take leave of a city where we had paſſed ſeveral weeks ſo much to our ſatisfaction. An account arrived that the Foudroyant had brought the King of Sardinia[c] to Leghorn; and thither we proceeded in order to join our reſpective ſhips. But, on our reaching that place, we had the mortification to learn that both the Minotaur and Swiftſure had ſailed for Minorca. We were, however, introduced by Captain Sir Edward Berry to Captain Campbell of his Majeſty's frigate Santa Tereſa, who offered us a paſſage thither.

Leghorn is an open port, by which means its trade has flouriſhed for a long time, and ſtill continues to do ſo, notwithſtanding the unſettled ſtate of affairs in the neighbourhood, and the ſeveral changes of maſters it has itſelf lately experienced.

It was confidently reported when we were there, that at the time it fell into the power of the French, the Jews were inſtrumental in producing that event. It is well known that the French had held out great immunities to them, and their grati-

[c] This unfortunate monarch had experienced the moſt cruel treatment from the French in requital for his making no oppoſition to them. When they compelled him to quit his kingdom and retreat to Sardinia, their malice ſtill purſued him: no ſooner had he ſailed in a ſmall unarmed veſſel from Leghorn than ſome privateers immediately got under weigh to intercept him in his paſſage. Fortunately the Minotaur was on the ſtation: Captain Louis, the moment he perceived their villanous intention, (of which too, it is ſaid, he had received ſome private intimation,) reſolved to convoy the unfortunate prince to his now laſt retreat; and he had the ſatisfaction of preſerving him from the worſt of misfortunes, by ſeeing him in ſafety to Sardinia.

tude has been proportionate. The hope of reaſſembling as a nation, and perhaps replacing themſelves in the land of their forefathers, alſo ſtimulates them to do all they can for thoſe who have promiſed to win the land of Judea for them.

The city is fortified, particularly on the land ſide, which is well defended by ſtrong ramparts and baſtions; the ditches are broad, deep, and filled with water. The extent of the town is about two miles in circumference: canals communicate with the Arno, and convey merchandiſe through it from Piſa and Florence into the Mole.

The firſt approach to Leghorn from the ſea is particularly pleaſing, from the pictureſque appearance of the buildings. You firſt enter the outer harbour, which is capable of holding frigates and large merchantmen; but there is not depth of water for ſhips of the line. By a narrow paſſage, defended on both ſides by a caſtle and pier-head, and a chain acroſs, you enter the inner mole, where galleys and ſmaller veſſels receive or deliver their goods. On landing the eye is ſtruck with a magnificent marble ſtatue of Ferdinand the firſt duke of Florence, with four ſlaves in bronze, chained at his feet. At the time I am ſpeaking of, the iron rails were under repair; the French having removed them, as they intended alſo to have taken away the ſtatue.

The ſtreets of Leghorn are ſtraight and ſpacious, and the houſes lofty and well built. A handſome piazza or ſquare is in the centre of the town, which alſo ſerves as a market-place.

The coral manufactory is worth ſeeing; it is excluſively in the hands of the Jews. The Engliſh factory, however, have the principal lead in commercial affairs.

Part of the city, through which the canal glides, reminded us of Venice; and we found that diſtrict to bear the name of Venezia Nuova.

The lazaretto is a large handſome building at ſome diſtance without the walls. About three leagues from the ſhore is a lighthouſe built on a reef of rocks called the Malore, within which is the road where men of war anchored, but they are quite expoſed to the fury of the winds, which ſometimes blow ſtrong gales on this coaſt. At Leghorn I met my old acquaintance Lieutenant Parker, who was bound for England with diſpatches from Lord Nelſon and the King of Sardinia. I mention this circumſtance, as it was the laſt time I ſaw that gallant young man, who has ſince fallen glorioufly in his country's ſervice.

CHAPTER XIII.

Son già là dove il mar fra terra inonda,
Per via ch' esser d'Alcide opra si finse,
E forse è ver, ch' una continua sponda
Fosse, ch' alta ruina in due distinse.
Passovir a forga l'oceano, e l'onda
Abila quinci, e quindi calpe spinse.
Spanga, e Libia partio con foce angusta:
Tante mutar può lunga età vetusta. TASSO, canto 15.

ON the 23d of September we embarked on board the Santa Tereſa frigate, and ſoon after got under weigh for Minorca. On the 26th we paſſed a convoy from Leghorn under the care of the Mermaid, Captain Oliver. Mr. Erſkine, commiſſary-general to the Britiſh army, was on board, having been to Tuſcany to purchaſe cattle for the garriſon at Minorca.

On Sunday the 29th we deſcried the iſland we were bound to, and in the evening worked into the harbour of Mahon, after a pleaſant voyage, rendered more ſo by the friendly attention we met with from Captain Campbell. As we entered the harbour at night, we could not form any idea of its excellence, though, from the height of the land on each ſide, we were pretty well aſſured it muſt be a ſafe one when once entered.

As we paſſed the barracks at George Town, the lights in the windows made it appear cloſe to us; and on the other ſide the high white walls of the lazaretto ſeemed equally near. We learned the next morning that the Minotaur had returned to Palermo, and that the Swiftſure had ſailed for Gibraltar; my friend therefore re-embarked in another frigate for Sicily, and I remained to wait an opportunity of rejoining my ſhip.

In the mean time I took up my reſidence with my friend Brigadier-General Stuart, who introduced me the ſame day to the Lieutenant-Governor, Sir James Erſkine Sinclair.

The appearance of the town of Mahon is very remarkable; it is ſituated on an eminence at the further end of the harbour, and on the water's edge are a range of ſtorehouſes[f], by the ſide of which the merchants ſhips are anchored. Oppoſite to the town, on a low flat point of land, is the dock-yard. There is ſuch depth of water near the wharf that a ſhip of the line may be brought cloſe alongſide it, and be hove down without difficulty. There being little or no tide here, they have no dry dock. The town of Mahon is very irregularly built, and the ſtreets are uneven and ſteep. There are two large churches, and ſeveral ſmaller. The annexed view will give a pretty accurate idea of the principal ſquare, or grand place, where the guard is mounted: on the right is the cathedral, a plain unadorned ſtructure: in front, the building with corridors is

[f] The ſtorehouſes to the weſtward belong to the royal dock, in which are kept naval ſtores that can eaſily be tranſported acroſs the water to the dock-yard.

Eberard · Petrarch · Laube et

the town-houſe; on the left of which are a convent, the biſhop's palace, and the guard-houſe. This place is the general reſort of the higher order of the inhabitants, and of the officers of the garriſon. The ſtreets being pitched with ſharp ſtones, are very inconvenient to walkers; but the houſes are in general roomy and handſome. About two miles to the ſouthward of Mahon is George Town, entirely inhabited by the military. Here is a handſome barrack, in which at this time the 28th and 90th regiments were quartered. About half a mile beyond, is Fort George, formerly Fort St. Philip, in which the 8th regiment and a party of artillery were now quartered under the command of Colonel Drummond. I was ſurpriſed to find, inſtead of the ſtrong caſtle I had heard of, nothing but a vaſt heap of ruins; and the cauſe of this only added to my ſurpriſe. When the Spaniards, with the help of the French, took this caſtle the latter end of the laſt war, being apprehenſive that, notwithſtanding the ſtrength of the place, it might be recaptured by us at a future day, they blew up the citadel and deſtroyed the works. The ſpacious bomb-proofs, capable of containing an army, were alſo involved in the general deſtruction. A greater compliment could not be paid by an enemy than this action offered to the character of Britiſh enterpriſe. However, during the ſhort time it has been in our power, much has been done to render it again ſerviceable; many of the bomb-proofs have been cleared of the rubbiſh that had fallen into them; and though the caſtle is no more, ſtrong walls and bat-

teries are erected, and the whole begins to offer a reſpectable appearance of defence. Some temporary barracks have been run up; but many of the officers at this time preferred remaining in their tents.

The roads in Minorca are rough and ſtony: the whole iſland indeed preſents a barren proſpect of rocks, covered in ſome places with a thin ſoil, which, by the induſtry of the inhabitants, produces tolerable corn. The gullies, or ſmall valleys, where the ſoil is deeper, by the frequent accumulation waſhed into them by torrents of rain, are fertile, and bear excellent vegetables. They are alſo planted with fig-trees and vines.

The harbour of Mahon is perhaps the beſt in the world, being capable of holding a great number of ſhips, and having depth of water for the largeſt man of war to ride in perfect ſafety. It is landlocked on all ſides with numerous coves, in which the merchantmen are brought cloſe to the ſhore, while the rocky crags riſing perpendicularly from the water's edge, are high enough to ſhelter them from the heavieſt gales. In the centre of the harbour, on an elevated iſland, is the naval hoſpital, admirably calculated for the health and convenience of the invalids.

On the weſtern ſide of the bay, not far from Fort Philipet, and nearly oppoſite to Fort George, is the lazaretto. It was built by the Spaniards ſince the laſt war at conſiderable expence. It is now made uſe of as a barrack, in which the regiment of De Rolle, and Brigadier-General Stuart's regiment of foreigners

are quartered. The former regiment was at this time commanded by Lieutenant-Colonel Baron Durler, who was one of thoſe unfortunate Swiſs officers whoſe troops were barbarouſly murdered at the beginning of the French revolution in an ineffectual attempt to defend their ſovereign from the attacks of a lawleſs mob. He, at that time, very narrowly eſcaped the general maſſacre, and as he was making towards the national aſſembly was twice in danger from the bayonets of the inſurgents.

Brigadier-General Stuart's[g] regiment conſiſted of twelve hundred foreigners, moſt of them Germans; ſome of theſe were part of the Swiſs regiment that ſerved under the Spaniſh government when the iſland fell into our hands; many of them

[g] Brigadier-General John Lucey Stuart is deſcended from an ancient family in Scotland, a branch of which ſettled in America. At the breaking out of the unhappy war between the colonies and the mother country his family decidedly embraced the ſide of loyalty, and in conſequence ſuffered ſevere hardſhips, and the loſs of a large property. The ſubject of the preſent article entered at an early age into the army. In one of the actions fought during that war, he being then an enſign in the Guards, was ſhot through the thigh, of which wound he hardly recovered when he was again called into active ſervice. At the commencement of the preſent war he accompanied the Duke of York into Holland, and was ſoon after raiſed to the rank of lieutenant-colonel, and then colonel in the army. Early in 1796 he accompanied General the Honourable Charles Stuart to Liſbon, with the rank of brigadier-general, and had the command of a brigade compoſed of foreign regiments, which, by his knowledge of the continental languages, he ably conducted. In 1798 he again ſerved under the ſame general at the conqueſt of Minorca; and ſince that accompanied the ever to be regretted General Sir Ralph Abercromby to Egypt, where his conduct at the head of the foreign brigade is mentioned in terms of high approbation by General Hutchinſon in his account of the ſevere action fought before Alexandria on the 21ſt of March 1801. His words are: "Brigadier-General Stuart and the foreign brigade ſupported the reſerve with much promptneſs and ſpirit. Indeed it is but juſtice to this corps to ſay, that they have on all occaſions endeavoured to emulate the zeal and ſpirit exhibited by the Britiſh troops, and have perfectly ſucceeded."

were men who had been taken by the French in Piedmont and Italy, and after undergoing ſevere confinement, and a variety of ill treatment, were induced to conſent to be transferred to the Spaniards, by whom it is ſaid they were bought from the French. In their paſſage they were taken by ſome of our cruizers and brought to Minorca, when they gladly accepted the offer of being inrolled in the Britiſh army: they were in a ſtate of the utmoſt wretchedneſs when taken, naked, and almoſt ſtarved. Being excellent ſoldiers, and in general remarkably well-ſhaped and ſtrong men, they were at that time a great acquiſition to our army. Their ſubſequent conduct in Egypt has fully juſtified the good opinion of them which I have often heard expreſſed by the brigadier-general.

In an evening the band of this regiment played under the walls of the lazaretto, on the margin of the bay. During the moon-light nights the effect was perfectly delightful; the evenings at this time were calm and ſerene, the water as ſmooth as glaſs; over its ſurface numerous ſmall boats were conſtantly gliding along with conſiderable velocity. On the oppoſite ſhore was dimly ſeen the barrack at George Town; and in the coves the tall maſts of the merchant ſhips juſt peeping above the land.

In the town of Mahon ſeveral regiments were ſtationed under the command of Brigadier-General Oakes; to whoſe acquaintance I had the honour of being introduced.[h] Having the

[h] In addition to the high military talents of this officer, his attainments and accompliſhed manners add a pleaſing feature to the character of the gallant ſoldier. Being a proficient in muſic himſelf, he

pleaſure alſo of being recogniſed by ſome officers of the 58th regiment who ſerved in the Weſt Indies while I was on the expedition under the Earl of St. Vincent, my ſtay in the iſland was rendered very pleaſant; and in their ſociety I made ſeveral excurſions to different parts of the iſland.

The common mode of conveyance in Minorca is on mules and aſſes, though there are alſo many horſes kept; but the former are generally more ſurefooted on the rocky roads. The aſs, here called Boreco, is of a large kind, and rendered by good keep and care in its management very tractable, and is a much handſomer animal than thoſe of England. The mule of Minorca is alſo very handſome, and often is found of an extraordinary ſize; I have ſeen a grey one that meaſured full ſixteen hands high. The Honourable Colonel Paget of the 28th regiment had one of peculiar elegance in ſhape and colour, and of remarkable activity, but not of the largeſt ſize. There are plenty of partridges on the iſland, which afforded good ſport to our officers. The heat during the ſummer is very oppreſſive, and frequently proves fatal to new comers. The troops lately encamped under the command of Brigadier-General Stuart, had loſt many men by ſickneſs. In the autumn and

arranged and directed the muſical entertainments that were ſometimes performed at this place. At his own houſe he held a weekly meeting, where the principal officers, and others, were hoſpitably entertained and amuſed with a concert of inſtrumental muſic.

In one of the hard fought battles on the ſhores of Egypt under the lamented Abercromby, General Oakes was ſeverely wounded; and General Moore, who was near him, received a muſket-ball at the ſame time: happily both theſe officers have recovered.

winter, the ſudden tranſition from extreme heat to ſharp cold weather is very prejudicial to Engliſhmen, who ſeldom take thoſe precautions that almoſt all foreigners do, to vary their dreſs accordingly. The habit of the Minorquin women is very remarkable, and differs more from modern Europeans than any I had ſeen. At firſt landing I miſtook the women for nuns of the mendicant order. They are long waiſted, and wear a piece of muſlin, and ſometimes black crape, under their chins, which, riſing up on each ſide the face, joins a handkerchief drawn tight acroſs the forehead; over this they have a large piece of muſlin, which extends from the top of the head downwards like a cloak. Some of them wear red mantles lappelled, and joined at the back with yellow ribband; below this, their hair, which is tied cloſe to the head, is ſuffered to hang looſe in form and quantity like a horſe's tail.

Their petticoats reach but a little below the knee, of courſe they are remarkably attentive to the decorations of their legs and feet, which are univerſally, from the higheſt to the loweſt, clothed in clean white ſtockings and neat round-toed ſhoes. The Minorquin ladies, it is ſaid, wiſh much to adopt the more elegant dreſs of the Engliſh, but either from ſome jealous fancy, or a regard to the ancient coſtumè of their country, the men will not permit it. The men, indeed, have accommodated themſelves to the more modern faſhions, and have nothing very particular in their appearance, except the prieſts, whoſe immenſe flapped beavers overſhadow them like an umbrella.

J.C. Stadler sculp

Intérieur d'une Maison.

The annexed drawing repreſents the mode of making butter in this country. The dairy woman is ſtanding under a ſhed, and holding by two pegs in the wall to ſteady herſelf, while with one foot naked ſhe ſtamps in a tub of cream till it becomes butter. Two ladies and a prieſt are on the right; a countryman, in the uſual dreſs of the peaſants of Minorca, is returning from work. The diſtant view will give ſome idea of the general aſpect of the country. The fences are low ſtone walls: at a diſtance riſes Mount Toro, which is ſeen from every part of the iſland.

At Fort George I had an opportunity of obſerving the method purſued by the natives to conſtruct an arch. The proceſs is ſimple and curious. The workmen were employed in building a bomb-proof magazine, and at this time were forming the arched roof. Though the ſpan of the arch could not be leſs than fifteen or ſixteen feet, yet they had no wooden centre to work upon.

The ſtones being accurately cut for the purpoſe, one of them is placed on the wall from whence the arch is to ſpring, and kept in that ſtation by a prop; it is then carefully fitted and pointed with mortar. A ſmall hole is left on the upper ſide, into which a compoſition called guiſh (ſomething ſimilar to plaiſter of Paris, but infinitely more coheſive) is poured, which penetrating into every vacant ſpace, almoſt inſtantly hardens, and the ſtone becomes fixed.

They then remove the prop and proceed to place the next

ſtone, and in like manner make it faſt, till the arch is finiſhed on each ſide, when the key-ſtone completes and ſecures the whole.

The ſtone uſed for building is very white and ſoft when firſt taken from the quarry, but ſoon hardens from expoſure to the air. The guiſh is found in great plenty in pits, and is a kind of grey gypſum.

It may here be agreeable to the reader to learn ſome of the events that occurred at the capture of the iſland. The army, under the command of General the Honourable Charles Stuart, ſailed from Gibraltar under convoy of the Leviathan having the broad pendant of Commodore Duckworth on board, and the Centaur, commanded by Captain Markham, with a few frigates and ſmaller veſſels; and on the 7th of November 1798 they arrived off the Bay of Fournelles, on the northern ſide of the iſland. But the wind blowing ſtrong out of that bay, the commanders of the expedition determined to attempt a landing at another place. The fleet accordingly ſtood towards Adaia. The entrance of the harbour is narrow and difficult: it was defended by a four-gun battery, which fired one ſhot as the Argo frigate led in. The enemy, intimidated at the boldneſs of the attempt, inſtantly fled, previouſly blowing up the magazine. The troops then landed: the 28th regiment, under Colonel Paget, firſt gained the heights, and attacked the enemy. They ſeemed irreſolute in their conduct, and, on his puſhing forward, retreated with expedition acroſs a valley, and halted on a hill on the

other ſide. The enemy now made their appearance from another quarter in great force; and one diviſion marched towards the fort above mentioned, but were compelled to retreat by a heavy cannonade from the men of war covering the landing. By ſix in the evening all the troops were landed, and immediately marched in purſuit of the enemy, who, by their knowledge of the roads, retreated faſter than they could be followed. Some ſeamen being landed, under the command of Lieutenant Buchanan, to drag the cannon, performed their work in a dark night, and through the worſt of roads, in a manner that excited the ſurpriſe of the army, and gained them the greateſt credit. The Commodore in the mean time had taken poſſeſſion of the Bay of Fournelles, and with the marines of the fleet had garriſoned two of the forts at the entrance, which the enemy had evacuated.

The army proceeding along a broken and hazardous road, which led round the hill of Mount Toro, at length arrived at Mercadal. The obſtacles they had to overcome were ſuch as muſt reflect much diſhonour on the enemy who permitted them to proceed; but Britiſh intrepidity was not to be daunted by difficulties, and the army puſhed on through a moſt rugged country, till they came in ſight of Ciudadella,[1] into which city

[1] Ciudadella was formerly the capital of Minorca: but the Engliſh, when it fell into their hands, for the convenience of the harbour, removed the ſeat of government and of commerce to Mahon, where it has remained ever ſince. Ciudadella is ſurrounded with an ancient high wall, and ſome modern baſtions and fortifications have been added to it.

the Spaniards had concentred all their ſtrength in expectation of receiving reinforcements from Majorca.

In the mean time, on the 14th, Commodore Duckworth having received intelligence from General Stuart that four ſhips of the line were ſeen between the iſlands of Majorca and Minorca, put to ſea immediately with two ſhips of the line, a forty-four gun ſhip, and three armed tranſports, and ſtood towards Ciudadella. Great part of the crews were at this time on duty on ſhore. Early the following morning, being off Ciudadella, the enemy's fleet, conſiſting of five ſail, were ſeen from the maſt-head ſteering for that place. The Commodore made the ſignal for a general chace, the enemy at the ſame time hauling his wind for Majorca. At noon the ſhips were made out by our ſquadron to be four large frigates and a ſloop of war. The Argo was diſpatched after the latter, which kept her wind.[k] The Commodore not chooſing to leave the coaſt

[k] It is diſagreeable to be obliged to bear teſtimony ſo often even againſt an enemy. But truth demands it. When it has been the misfortune of our ſeamen to fall into the hands of their enemies, whether French or Spaniards, they have met with the ſevereſt ill treatment, almoſt without an exception. The officers indeed, in ſome few inſtances, have been treated tolerably, but the men have been given up to plunder and ill uſage. Admiral Duckworth received an additional proof of this in a letter from Captain Bowen of the Argo, who had been diſpatched after the Spaniſh brig as above related. Captain Bowen ſtated that the brig proved to be the Peterell, captured the day before by four Spaniſh frigates. She was now commanded by Don Antonio Franco Grandada, ſecond captain of the Spaniſh frigate Flora. He further informed the Admiral that the Spaniards behaved very ill both to the officers and crew of the Peterell, having robbed and plundered them of every thing. One of the poor fellows, who had ſaved forty guineas, reſiſted the Spaniards who attempted to take them from him, for which he was murdered by them and thrown overboard. I have often witneſſed the very different conduct obſerved when the fate of war has put the enemy into our hands. Their private property has always been reſerved for them, and if any of the crew have been detected in ſtealing or appropriating to himſelf the ſmalleſt part of it, he has inſtantly been puniſhed with ſeverity, and the cauſe of it has been explained to the

unprotected on which the troops were landed, and finding there was no immediate proſpect of coming up with the enemy, ſteered towards Ciudadella, leaving the Centaur in purſuit of them. On the Commodore arriving off the coaſt he diſpatched Lieutenant Jones with a propoſal to the General to cannonade Ciudadella with the ſhips, but found that the enemy had already entered into articles of capitulation. The Swiſs regiment in the ſervice of Spain had intimated to the beſieging army their determination not to attack them, and as ſoon as the ſurrender of the place was concluded, they joyfully entered into our ſervice. The Centaur at this period returned from purſuing the enemy, who had evaded him and reached Majorca. A detachment of the army under Colonel Paget had marched from Mercadal on the 9th to Alaior, and from thence to Mahon, which place made no reſiſtance. Colonel Paget then proceeded to Fort St. Philip, and ſummoned the garriſon, which alſo ſurrendered, and he took poſſeſſion of the place.

The captors did not find much of value on the iſland. In the arſenal were a few ſtores, fourteen boats, and a ſmall brig of war on the ſtocks. There were three merchantmen in the port, one only of any value.

The poſſeſſion of this iſland in time of war is of the higheſt importance to our navy; that part of it, at leaſt, that is ſtationed in the Mediterranean.

priſoners, to encourage them, and convince them that by applying for redreſs to the Britiſh officers they would always receive it.

At the period of the action of the Nile we had not a port that we could freely enter; and had the event of that day been different from what it was, we might have beat about, from one end of the Mediterranean to the other, without finding a friendly port to receive us. Malta[1] or Minorca, for the harbours of each are in some respects similar, are and ever will be of the first consequence to the British navy.

The round towers that have been constructed since the island fell into our hands, deserve particular mention from their great utility and small expence. They are built of stone, and have but one entrance, which is by a ladder that can be easily taken in. On the top is one gun, generally a twenty-four pounder, which traverses round with great ease. One I visited, called Musquito tower, was commanded by a lieutenant of artillery and twenty men, who were all comfortably accommodated. On the ground floor were the stores, below which was a reservoir of water. The rotundity of the object makes these towers peculiarly adapted to check the landing of an enemy on the coast; few

[1] Malta was at this time closely blockaded by a squadron of British ships. Captain Alexander Ball, who so gallantly commanded his Majesty's ship the Alexander in the battle of the Nile, had landed on that island with a party of seamen and marines, and conducted the blockade on the land side with great ability. His conciliating manners had brought all the natives of the island to join his standard, and induced them to hope that whenever the fort and town of Valette surrendered, they should be continued under the protection of Great Britain.

Afterwards a detachment of troops arrived commanded by General Pigott, and the French garrison being so closely besieged on all sides that they could receive no supplies, at length capitulated.

General Pigott being appointed military governor, Captain Ball rejoined the fleet, carrying with him the esteem and love of the islanders. For his eminent services he has since been created a baronet; and the Lords of the Admiralty have lately appointed him to be the naval commissioner at Gibraltar, in the place of J. N. Inglefield, Esq. who had been promoted to the same situation at Halifax.

Cooper Wilhelm del^t

T.C Stadler sculp

The Bay of Fourmelles

Pub. as the Act directs 1 March 1801 Strat Mot

men are wanted to work the gun, and they are very little expoſed. At Corſica one of theſe towers did great damage to a ſeventy-four gun ſhip of ours, and at length obliged her to retire; nor would it have been taken at laſt, but that ſome of our troops got upon a height that commanded it, and with their muſketry compelled them to ſurrender.

Such towers as theſe might be of infinite ſervice along our own coaſt, particularly in thoſe quarters where an enemy is moſt likely to make an attempt. One upon Berry Head would command the entrance of Torbay, and the materials are at hand. The expence of conſtructing theſe towers is ſmall. One piece of ordnance alone is required; few men are neceſſary; and they are almoſt completely ſecured from any danger, and might with eaſe check an enemy attempting to land. Accompanied by my friend Major Crougee of the 58th regiment, I rode to Adaia to ſee the ſcene of the debarkation of our troops. The ground they had to attack was ſtrong; and the enemy, had they been ſo inclined, might have done them a conſiderable deal of miſchief.

At another time I accompanied Captain Flamingham of the artillery to Fournelles, of which he was governor. The entrance of the bay is defended by two forts; and on an iſland in the centre of it is a block-houſe and open battery. This bay has the appearance of being an inland lake, as the entrance is very narrow, and from ſome points hardly diſcernible.

The annexed view I took from the village of Fournelles.

The block-houſe iſland, and Mount Toro riſing out of the horizon, are the principal objects. The following day Governor Flamingham accompanied me to Mount Toro. We firſt took boat and viſited the iſland. The upper part of the block-houſe is of wood, built very ſtrong, having guns which are mounted and worked as on board of men of war, and loop-holes for muſketry. We again took boat from thence, and landed on the ſouthern ſide of the bay, where we found our mules. We proceeded through rugged roads and narrow defiles till we arrived at the foot of Mount Toro.

This was the road through which General Sir Charles Stuart had marched his army, and the ſeamen had dragged cannon. The firſt muſt have been difficult; and nothing but the veracity of the officer who related it could have made me credit the latter. In ſome places the road was ſo narrow as not to admit the paſſage of a cannon, and the ſeamen were obliged to drag it through ſtill more uneven paths before they could proceed. The darkneſs of the night alſo rendered theſe difficulties greater.

Our road up Mount Toro was peculiarly pleaſing. As we aſcended, the proſpect extended to our view, till at length arrived at the ſummit, the whole iſland lay diſplayed before us; and in the miſty horizon the iſland of Majorca was juſt viſible.

Mount Toro, ſituated nearly in the centre of the iſland, is by ſome ſuppoſed to derive its name from a bull, on account of ſome marvellous feats performed there by that animal in former times: but it more probably owes the appellation to the Moors.

who called it El Tor, or the Mountain, by way of eminence, being the higheſt land on the iſland. Its ſummit is crowned with a monaſtery of Auſtin friars: the building, like moſt of the monaſtic houſes, is ſpacious and convenient; and it has a neat and well built chapel.

Mount Agatha, ſomething leſs than Mount Toro, riſes about five miles to the north-weſt of that mount. On its top is a chapel dedicated to St. Agatha.

Beſides Mahon and Ciudadella, there are three other towns on the iſland: Mercadal, which is at the foot of Mount Toro; Fererias, between that place and Ciudadella; and Alaior. The two firſt are poor mean places; the laſt is tolerable, and is eſteemed a good quarter for our ſoldiers. It is ſituate about half a mile out of the high road, and ſeven miles from Mahon.

This high road was formed by a Britiſh governor of the name of Kane, who appears to have exerted himſelf in the moſt patriotic manner for the good of the people over whom he preſided. The roads before his time were ſcarcely paſſable. He formed the grand plan of a direct communication between the two principal places of the iſland; and with incredible labour ſucceeded in making a road from Mahon to Ciudadella, in as ſtraight a direction as the natural inequality of the country would allow.

The iſland of Minorca was firſt taken by the Engliſh under Major-General Stanhope, for the King of Spain. At the peace of Utrecht it was given up to the Britiſh government. The

inhabitants, bigotted to their ancient cuſtoms, ſtipulated that they ſhould ſtill continue to be governed by their old laws, which, with the free exerciſe of their religion, was granted to them.

In 1782 the united powers of France and Spain made a vigorous attack upon this iſland with an army of fourteen thouſand men. The garriſon in Fort St. Philip's being weakened by a dreadful ſickneſs, and greatly reduced in numbers and ſtrength, was at length obliged to capitulate. Nine hundred and twenty ſoldiers, ſailors, and artillery, with about forty-five natives, Jews, and Turks, were all that marched out of the fort. Since that time it has remained in the hands of the Spaniards, till taken by Sir Charles Stuart in 1798.

I now paſſed my time very pleaſantly with my friends at Mahon. Balls and concerts were frequently given. At the former the Minorquin ladies, in the habits I have before deſcribed, formed a ſtriking contraſt to the more elegant and becoming appearance of the Britiſh ladies: at the latter a brother of the celebrated Kelly, who is in the humble capacity of a drummer in the 8th regiment, was permitted by his colonel to exhibit his vocal powers. Though he is very inferior to his brother both in voice and knowledge of muſic, yet he is far above mediocrity, and gave great ſatisfaction to his auditors.

On the 12th the Foudroyant, bearing the flag of Lord Nelſon, with ſome other ſhips of the line and frigates, arrived

in the Bay of Mahon. On paying my reſpects to the noble admiral I was very kindly received, and a method pointed out by which I might ſpeedily rejoin the Swiftſure. Sir Edward Berry, who had rejoined Lord Nelſon, now commanded the Foudroyant; and Captain Hardy (who, for his exertions in the Mutine, when the Britiſh fleet was in purſuit of that of France, as alſo at the action on the 1ſt of Auguſt, had been made poſt into the Foudroyant) was appointed to the command of the Princeſs Royal frigate. The admiral ſoon after ſailed again for Sicily. Lord Keith now commanded in the Mediterranean.

On the 26th the Culloden, Commodore Sir Thomas Troubridge,[m] anchored in the harbour; and a few days after the Leviathan, bearing the flag of Rear-Admiral Duckworth, arrived.

On the 31ſt the man of war brig that was found on the ſtocks when the iſland was captured, was launched. Captain Buchanan, who was appointed to command her, gave an elegant entertainment on the occaſion. Immenſe crowds were aſſembled to ſee the launch, and the arſenal exhibited a gay ſcene of all the principal officers and ladies of the iſland. The brig was named the Port Mahon, in honour of the place.

The Peterell ſloop, commanded by Captain Auſtin, arrived about this time. In a daring attempt to bring off ſome veſſels near Toulon, ſhe had met with a very warm reception. The

[m] Commodore Troubridge had been recently created a baronet for his able ſervices, particularly at Naples, in the reduction of St. Elmo and Capua.

firſt lieutenant, Mr. Brenton, who commanded in the boats of the brig, was unfortunately ſhot through the breaſt, and was brought to the hoſpital here, but died of his wounds in a few days. He was a gallant and accompliſhed young man, and fell lamented and reſpected by all who knew him.[n]

Being introduced by Sir Thomas Troubridge and Brigadier-General Stuart to Admiral Duckworth, I was invited by the admiral to take my paſſage in the Leviathan for Gibraltar; and accordingly, after parting with my hoſpitable friends at Minorca with regret, I embarked on board the Leviathan on the 12th of November, and the next morning we ſailed from the harbour of Mahon.

The weather was fine and the wind favourable. In nine days we came in ſight of the coaſts of Spain and Africa; and on the 21ſt anchored in Roſia Bay, Gibraltar. The day following the Leviathan, with the Vanguard and Bellerophon, got under weigh and ſailed for Cadiz; off which port we arrived on the 23d. Nothing occurred of moment till the 28th, when we fell in with the Powerful of 74 guns, Captain Drury, who was confined to his bed by illneſs. The following day we were joined by the Swiftſure. Captain Hallowell coming on board the Leviathan to wait on the admiral, with him I returned on board the Swiftſure to my very great ſatisfaction, after an abſence of fifteen weeks.

[n] He was a younger brother of Captain J. Brenton, who now commands the Cæſar (the flag ſhip of Sir James Saumarez) and the ſecond ſon of Rear-Admiral Brenton, lately deceaſed.

On the 30th we anchored in the Tagus, not far from the caſtle of Belem, in company with the Leviathan, Powerful, Vanguard, and Bellerophon.

Liſbon is a place ſo well known and ſo often deſcribed, that I ſhall not ſay more of it, than that the heaps of ruins which ſalute the eye at every turn, remind the ſtranger of the dreadful calamity that overwhelmed this city in the year 1755 by a fearful earthquake, which ſhook the firmeſt buildings to their foundations, involving caſtles, ſtately palaces, and the manſions of poverty, in one undiſtinguiſhed ruin. But that theſe ſad memorials ſhould have remained for ſo long a period unremoved, raiſes in the ſtranger's mind no very favourable opinion of the government, or of the induſtry of the inhabitants.*

On the 6th of December we again got under weigh, and ſailed with the reſt of the fleet for a cruize on the coaſt of Spain. We were now conſtantly aſſailed by gales of wind with rain, accompanied by a heavy ſwell, which did not however prevent our giving chace to ſeveral ſhips. The ſtormy weather continuing, cauſed the Powerful to ſpring a leak, and ſoon after

* At the hoſpitable manſion of William Stephens, Eſq. a merchant of the firſt eminence both for property and reſpectability in the place, the navy were at all times generouſly entertained; and I, having an additional claim to the ſame in an introduction from an eſteemed and reſpected friend in England, was received by him and his family with every mark of attention and friendſhip. Mr. Stephens has eſtabliſhed a manufacture of glaſs in Portugal, of which he has the excluſive ſale; but this monopoly of the article, ſo far from being an injury to the public, is the reverſe, for no where is glaſs cheaper or better. I much regret that the ſhortneſs of my ſtay at Liſbon prevented my having the pleaſure of accompanying him, as was ſettled, to his elegant manſion, called Marenhia Grande, where the manufactory is eſtabliſhed. It is about forty miles from Liſbon.

the Vanguard alſo received ſuch damage that the admiral directed thoſe ſhips by ſignal to part company; and on the 21ſt they ſailed for England.

On the 23d we gave chace to a Spaniſh brig, which we took, and ſent under convoy of the Minerve frigate to Liſbon. She proved to be the Volcano, bound from Corunna for South America.

On Chriſtmas-day we gave chace to a fleet, which we found to be the Arethuſa frigate and a convoy.

On the 30th we captured another Spaniſh brig, La Belle Deſiada, which was alſo ſent to Liſbon: during the chace the Bellerophon parted company, and did not rejoin the fleet till thirteen days after. On the 1ſt of January 1800, being off Cape Finiſterre, the Leviathan loſt her main-top-gallant-maſt in a gale of wind; the ſea running mountains high, attended with heavy ſqualls of rain. After which we had two days of calm, accompanied with thick miſty weather, and then a freſh breeze from the northward. On the 7th gave chace to a lugger. After firing many ſhots at her ſhe brought to, and proved to be a Guernſey privateer, which reported ſhe had captured on the 2d inſtant a valuable Spaniſh ſhip bound to Lima. The gales again aſſailed us, and we ſuffered from our ſails being ſplit and the old leaks of the ſhip breaking out afreſh, ſo that the chain-pumps were continually kept going.

On the 10th the Flora frigate joined us with orders from Lord Keith. Our attention was now kept up in the hope of

meeting with the Spaniſh galleons, which were at this time expected from the Spaniſh ſettlements in America, as alſo an outward-bound fleet, which was hourly expected to ſail from Cadiz to Lima. On the 12th the Bellerophon rejoined the fleet. During the night of the 17th we parted company from the fleet in a gale of wind, which continued with unabated violence all the following day, but ſubſided towards the evening.

On the 23d we ſaw a ſtrange ſail, but a ſquall of wind carried away our fore-top-maſt, which in the fall brought down with it the main-top-gallant-maſt, and we were obliged to give over chaſing in order to clear away the wreck and replace the maſts that were loſt. Providentially only two men were hurt by this accident, and they not dangerouſly. The following day one of the ſeamen, named Hamlyn, was thrown from the cap of the main-maſt into the ſea by the rolling of the ſhip; a boat was inſtantly lowered down to his aſſiſtance, but in vain, for he was drowned.

On the 26th a brig was deſcried, with Portugueſe colours diſplayed, ſeemingly in great diſtreſs, but it being a calm we could not approach her. The following day we were rather nearer, and a boat was ſent to her. The officer on his return reported that ſhe was deſerted by her crew; a monkey and a dog were the only living animals on board, and they would not quit the veſſel: ſhe had only a ſmall cargo of ſalt; her pumps being choked, and her maſts gone by the board, ſhe was left to her fate.

On the 29th we again anchored in the Tagus. At this time I went to the opera at Liſbon. The performance and the ſinging were good, but the female characters being repreſented by men, had a very diſguſting effect, the Queen of Portugal having prohibited the appearance of women on the ſtage.

The Prince of Brazil had however revoked the order ſince the illneſs of the Queen, but as yet only two female ſingers were engaged.

On our entering the Tagus we perceived the wreck of a ſhip thrown up on the beach near Belem caſtle, and were informed that it was the remains of the Weymouth. She was on her paſſage to Gibraltar with the Cambrian fencible regiment, commanded by the Honourable Colonel Edwards.[p] Having put into the Tagus, by ſome miſtake ſhe anchored on the ſhoals, and was loſt. Admiral Duckworth, without delay, made an arrangement to tranſport the regiment to its deſtination; and the officers and ſoldiers, with their wives and families, and the few ſtores they had ſaved, were diſtributed on board the fleet.

On the 3d of February we all got under weigh from the Tagus, and after a pleaſant voyage of eight days, anchored in the Bay of Gibraltar.

As the Swiftſure had ſuffered a great deal in the late gales, it was thought neceſſary to caulk and repair her, and ſhe was taken into the Mole for that purpoſe. I therefore took this

[p] Now Lord Kenſington, an Iriſh peer, but whoſe ſeat and property are in Pembrokeſhire.

opportunity of accepting the invitation of a friend, at whoſe houſe I took up my abode, and was by thoſe means enabled to make further inveſtigations into the natural as well as artificial curioſities of the rock: the reſult of which I ſhall now detail. My friend, who is an officer of engineers, and gifted with extraordinary talents for drawing, lent me his aid in the buſineſs, and in his company I found both an inſtructor in the art I was fond of and aſſiſtance in inveſtigating the features of a place that has long been the object of admiration, and has deſervedly excited applauſe for the many gallant defences it has made againſt numerous hoſts of foes.

Gibraltar is an inſulated rock of about ſeven miles circumference. On one ſide it is joined to the province of Andaluſia in Spain, by a low flat ſandy plain; the reſt of it is ſurrounded by the ſea. The diſtance from the ſandy plain, now called the Neutral Ground, to Europa Point, which is the extreme ſouthern part of the rock looking towards Africa, is three miles. Gibraltar, the Mons Calpe, and Apes Hill, on the African coaſt, the Mons Abyla of the ancients, alſo bore the appellation of the Pillars of Hercules; as that hero was ſuppoſed here to have terminated his labours, and having penetrated thus far, and ſeeing the vaſt profundity of the Atlantic Ocean, which appeared to have no bounds, he declared that beyond this there was no proceeding. It was in thoſe days eſteemed to be the weſtern boundary of the earth.

The name of Gibraltar is derived from the Moors, Gibel

Tarif, or the Mountain of Tarif. Tarif was a Mooriſh general, who made a ſettlement here about the year of Chriſt 725, at which time the Mooriſh caſtle on the northern ſide of the rock, great part of which exiſts at this day, was erected by him, to ſecure a communication with the ſhores of Africa.

After having alternately changed maſters, ſometimes falling under the dominion of the Spaniards, at others under that of the Moors, it finally was attached to the Spaniſh dominions in the year 1462. From that time it remained in their poſſeſſion till 1704, when the Engliſh, under Sir George Rooke, made themſelves maſters of it.

The Spaniards ſuffered inconceivable mortification at the loſs of this fortreſs, which was juſtly eſteemed the key of the Mediterranean; they fought various ineffectual means of redeeming it, and an army was immediately aſſembled under the command of the Marquis de Villadarias, a grandee of Spain. Finding his attempts to reduce the garriſon by force fruſtrated by the vigilance of the beſieged, and the intrepidity of the Britiſh fleet under Admiral Sir John Leake, he formed the deſperate plan of attempting it by ſtratagem. Accordingly five hundred volunteers took the ſacrament never to return till they had made themſelves maſters of the place. They effected their purpoſe ſo far as to gain the higheſt part of the rock, and lodged themſelves in St. Michael's Cave. The following night they ſcaled Charles the Fifth's wall, ſurpriſed the guard at Middle Hill, whom they put to death, and by the aid of ropes and ladders

got up ſeveral hundreds of their army, a detachment of which was ſtationed at the back of the rock to ſuccour them. At this moment they were diſcovered by the Britiſh garriſon, and a ſtrong detachment of grenadiers was inſtantly marched from the town againſt them. In the onſet the Spaniards were worſted, many of them ſlain, and many precipitated themſelves from the ſummit of the rock, and were daſhed to pieces. A colonel, thirty officers, and the reſt of the troops, were taken priſoners.

Thwarted in all their attempts to reduce the garriſon, the ſiege was at length turned into a blockade on the land ſide, after the loſs of ten thouſand men on the part of the enemy, including thoſe who died of diſeaſe, while the garriſon loſt about four hundred.

In 1720 the Spaniards, under pretence of preparing an armament to aſſiſt the garriſon of Ceuta, which was at that time beſieged by the Moors, made an inſidious attempt on Gibraltar, but were again foiled by the activity of Colonel Kane, governor of Minorca, who arrived in time to prevent their deſigns.

At the end of the year 1726 the garriſon was once more attacked by a formidable army, and was equally fortunate in repelling it.

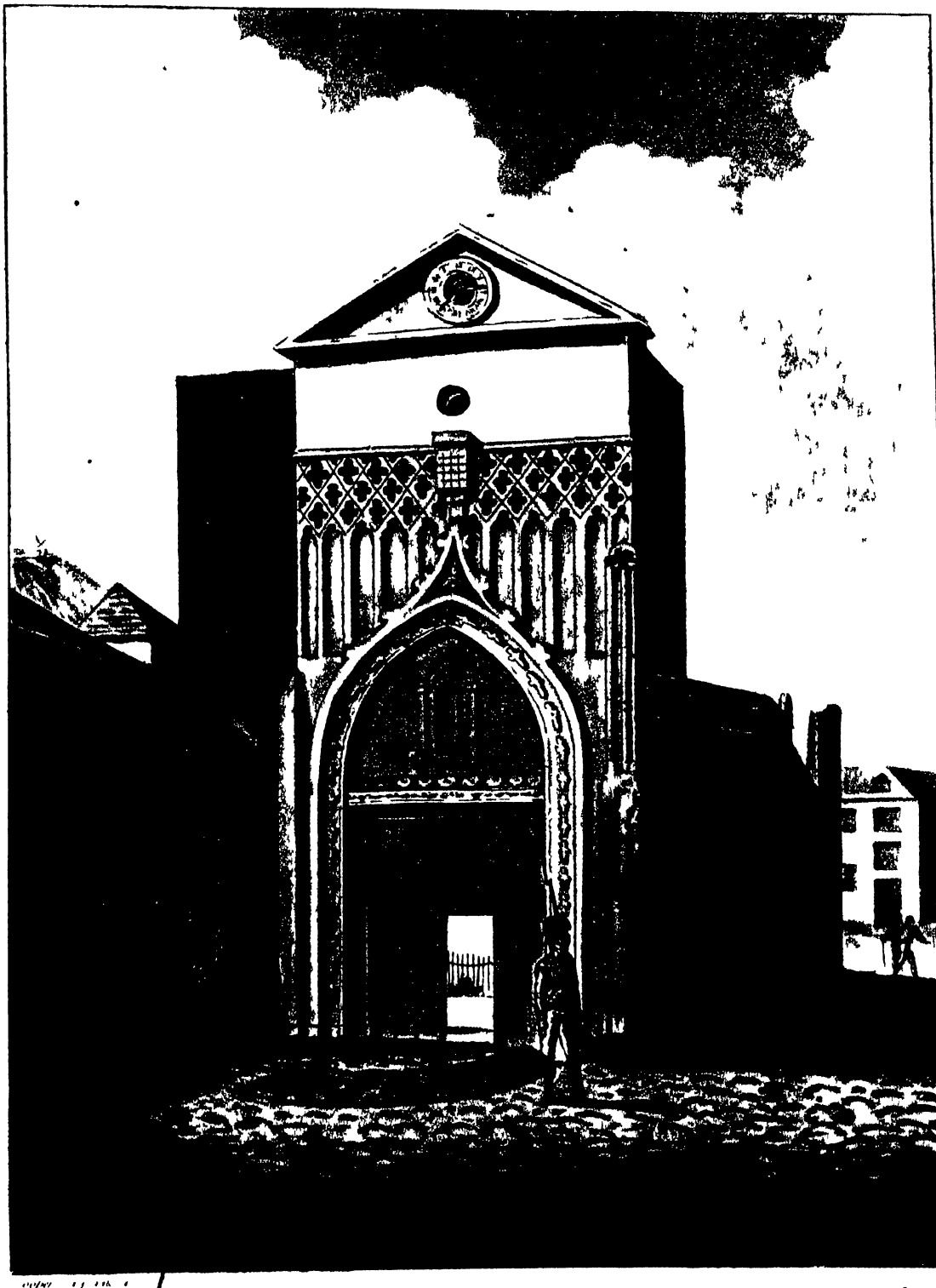
But the moſt memorable ſiege that perhaps ever happened, is that which was ſuſtained by this garriſon under the command of General Elliot, which commenced in 1779, and continued without intermiſſion till February 1783, a period of three years,

ſeven months, and twelve days, when the combined armies of France and Spain were compelled to retreat from the effects of Britiſh valour.

Since that time every poſſible addition has been made to render the place invulnerable. The galleries, which were begun under General Elliot, have received vaſt additions under the government of General O'Hara, who has been indefatigable in rendering the rock impervious to future attempts from the enemy.

The town of Gibraltar is built at the baſe of the north-weſtern ſide of the rock; it is bounded on the north by the land-port grand battery and the Mooriſh caſtle, and on the ſouth by the Mooriſh wall. This wall extends from the ſummit of the rock, and terminates in the ſoúth baſtion near the landing place called Ragged Staff.

The town is about a mile long, and has a narrow irregular ſtreet through the centre from north to ſouth. In this ſtreet is the governor's houſe, formerly a religious building, and it ſtill retains the name of the convent. Between this and the grand parade is the Spaniſh church: what remains of the ancient edifice is Gothic, and probably owed its origin to the Moors when they were in poſſeſſion of the place. The drawing here given repreſents the entrance to it, or gateway, which, though a good deal decayed, and ſadly diſfigured by modern additions, is a good ſpecimen of that ornamental ſtyle of building. General O'Hara, the governor, is at preſent adding much to the conve-



Entrance to the Spanish Church Gibraltar

Pubd. [illegible] 1808 by J. White Fleet Street 1808

nience and elegance of the town by paving the main ſtreet; and it is to be lamented, that in caſe of another ſiege (ſhould the Spaniards be mad enough to commence one) it muſt be again deſtroyed.

There are many good houſes in the town; among the reſt the reſidence of the chief engineer Colonel Fyers, bears a conſpicuous appearance. It is pleaſantly ſituated on a riſing ground towards the north end of the town, and commands an extenſive view of the bay.

The convent is well adapted for the reſidence of the governor, being a ſpacious building of four ſides, with cloiſters round the quadrangle. The preſent governor[q] has greatly improved it by adding a large ſaloon, in which during the winter a weekly ball is given to the garriſon.

Towards the bay a ſtrong line of fortifications extends from Water Port to the New Mole, with ſeveral noble baſtions and works of ſuperior conſtruction. The King's Battery, erected in the year 1773, when the Honourable Lieutenant-General Cornwallis was governor, is of prodigious ſtrength; in proof of which I need only ſtate, that it reſiſted the main attack of the floating batteries and men of war on the 13th of September 1782, that

[q] Juſt as this page is printing an account of the death of the gallant general is announced in the public prints. I ſhall not therefore be accuſed of flattery in giving the following teſtimony to his character.

General O'Hara muſt be ſincerely regretted at the rock, where he was long deſervedly accounted the father and protector of ſuffering merit. His purſe was ever open to the calls of humanity; and many an inſtance of his generous benevolence has been related to me by thoſe who have received benefit from his munificence.

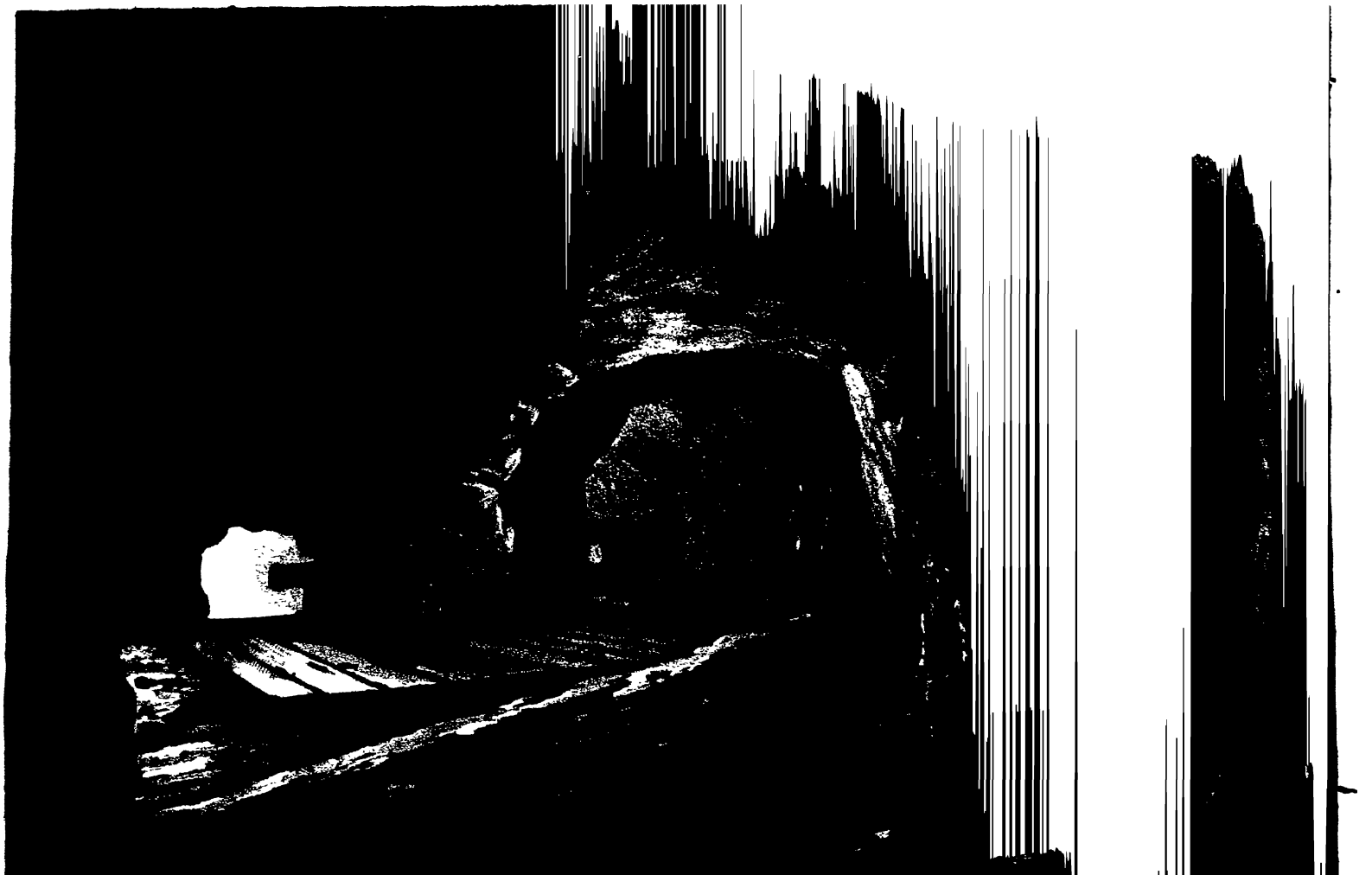
celebrated day on which General Elliot and his brave garriſon gained ſuch immortal honour in repelling the ſevereſt attack ever made on a place of equal ſize. Of this battery Major-General Boyd, the lieutenant-governor, who at that time commanded the garriſon, laid the firſt ſtone in 1773, when he made the following remarkable ſpeech: "This (ſaid the general) is the firſt ſtone of a work which I name the King's Baſtion; may it be as gallantly defended as I know it will be ably executed, *and may I live to ſee it reſiſt the united efforts of France and Spain.*"[r]

Above the town on the ſide of the rock ſeveral ſmall houſes have ſince been erected, chiefly inhabited by the officers of the garriſon; many of them have little gardens, which, from the warmth of the climate, produce oranges and vines. On the northern ſide many ſtrong batteries are erected on the points of the rock, commanding the whole of the neutral ground and the Spaniſh lines: they are all of conſiderable height above the level of the iſthmus; the loweſt of them being not leſs than four hundred feet above the level of the neutral ground.

But the moſt extraordinary work of art are the galleries, which are excavated from the ſolid rock, having at certain diſtances port-holes that overlook the Spaniſh lines.

The annexed view of a part of the grand gallery leading to

[r] This wiſh was amply gratified at the memorable defenſive victory gained over the combined powers of France and Spain on the 13th of September 1782. The governor, General Elliot, took his ſtation during the hotteſt period of the attack on the king's baſtion; and General Boyd commanded at the ſouth baſtion, from whence he had a full view of the glory obtained by the work of which he had the honour of being the founder. Vide Colonel Drinkwater's Hiſtory of the Siege of Gibraltar.



Cooper Williams del.

I C Stadler sculp

Inside of a Gallery, Gibraltar

London Pub.d by I. White Fleet Street 1801

St. George's Hall will give ſome idea of them. St. George's Hall is alſo an excavation of a ſimilar nature. It is a cave of a circular form, in a projecting part of the rock, and is of great dimenſions and conſiderable height.

I ſhould imagine, that in caſe of a heavy cannonade from theſe galleries, the concuſſion of the air in them would render the noiſe inſupportable and endanger the falling in of the roof; but of this I do not pretend to be a competent judge.

The iſthmus that ſeparates the rock of Gibraltar from the Spaniſh dominions, is a low flat ſand, from whence the ingenious hiſtorian of the ſiege of Gibraltar concludes, that Mons Calpe muſt formerly have been ſurrounded by the ſea; but the ſtrong current that now runs between the coaſts of Africa and Europe, which would in all probability have paſſed with equal rapidity to the northward of the rock had there been a paſſage for it, would have continued to keep that paſſage open. From this circumſtance, I ſhould think it has never been other than what it now is, eſpecially as the ſandy plain is not known to have increaſed or diminiſhed ſince it has been noticed by hiſtorians.

This plain, commonly called the Neutral Ground, is about half a mile acroſs at the narroweſt place, and increaſes in width towards the main land. On the Spaniſh ſide, at the diſtance of a mile from the rock, a ſtrong line of fortifications is carried acroſs this plain, in length about ſeventeen hundred yards, reaching from the ſhore of the bay to that of the Mediterranean.

At each end of this line is a ſtrong fort. That on the eaſt ſide is called Fort St. Barbara; the other, which commands the anchorage at the Old Mole, is named fort St. Philip.

The extreme height of the rock is thirteen hundred feet perpendicular above the level of the ſea. On the ſummit, a ſharp ridge running from north to ſouth, divides it into two unequal parts. That facing the weſt is a gradual ſlope to the water's edge, interſperſed with rocks; on this ſide the town is ſituated. The eaſtern ſide, which faces the Mediterranean, is almoſt perpendicular from the ſea, and preſents a barren rocky appearance, on which are found a multitude of wild apes, which are ſaid to be peculiar to this rock, and of a different ſpecies from thoſe found in Spain, but ſimilar to thoſe that inhabit Mons Abyla, or Apes Hill, on the oppoſite coaſt of Africa. The rock of Gibraltar has ſeveral caverns of great depth and extent; one of them, called Pocoroca, is near the ſummit of the hill, directly over the centre of the town, and under Middle Hill battery.

The annexed view repreſents the entrance of this cavern from within, with the curious pillars that ſeem to ſupport the roof. Theſe pillars, as well as the pendent rocks from the roof, are formed by the conſtant dripping of water, which petrifies in its deſcent, taking the moſt fantaſtic ſhapes. Several of theſe pillars have been cut down in order to be made into tables and ſlabs, as they are capable of receiving a high poliſh.

This cave, during the laſt ſiege, was intended for the reſidence of the governor, and partly fitted up for that purpoſe; but the deſign was dropped, and it ſerved as a powder magazine for the batteries on the heights. A road leads from this cave to the old Mooriſh wall, which I before obſerved reaches from the top of the rock to the land-port gate of the town. On it is a foot-path, accommodated with ſtone ſteps at certain diſtances, for the more eaſy aſcent or deſcent of paſſengers. Above this wall is a round tower, uſed as a ſignal-houſe. It commands a view up the Mediterranean and of the entrance of the bay from the eaſt and weſt.

A curious incident is mentioned in the hiſtory of the late ſiege, of an eagle which perched on the ſignal-ſtaff at the moment the combined fleets of France and Spain entered the bay. The garriſon believed at firſt that it was a ſignal for another fleet, and immediately concluded that the Britiſh admiral was in the rear of the enemy. Elated with the hope, a general huzza took place along the lines; in a ſhort time however the miſtake was diſcovered, but the omen was looked upon as favourable for the Britiſh arms, and ſo it proved.

The preſent governor, General O'Hara, has cauſed another ſignal tower to be erected on the ſouthern point of the rock, which, beſides being the higheſt part of it, commands a more extenſive view of the Straits to the weſtward, and, when completed, it will be both an ornament, and highly beneficial in conveying much earlier information to the garriſon below.

From the opening in the Moors Wall, a road leads to another opening in Charles the Fifth's Wall; which alſo extends, from the ſummit, in a parallel direction with the former. From hence two roads branch off; the one leads to the Sugar Loaf Point above mentioned, the other downwards towards Europa. Near this latter road is the entrance to St. Michael's cave, the largeſt and moſt extraordinary cavern on the rock.

Being anxious to inveſtigate this wonderful cave, I proceeded thither in company with Captain Brenton of the navy, and Captain Whitmore of the royal engineers: having provided ourſelves with torches to enable us to take drawings of the interior. The entrance is narrow, not more than eight or nine feet; from thence we deſcended by a ſteep ſlope of wet earth that rendered our footſteps very inſecure. At the bottom of this declivity the cave widens conſiderably in all directions; and we diſcovered, by the help of our torches, the entrance of ſeveral other ſmaller caverns. This veſtibule, or hall (if I may ſo call it) of the cavern, is ſupported in the centre by a vaſt column of petrified water, ribbed in a curious manner; and the arched roof is ornamented with numerous icicles of the ſame matter.

Proceeding eaſtward by a rugged path, we at length entered a ſecond chamber, ſupported on all ſides by pillars of petrifactions of various colours and ſhapes: ſome bore the reſemblance of organ-pipes, others of Gothic flutings; ſeveral of them ſeemed to be fifty or ſixty feet high. Here, on a riſing

ground like an altar, we lighted a fire; and having placed ſeveral torches on the projecting points of the rocks, beſides thoſe held by our attendants, we took ſeveral ſketches of the wonders of the cave. The annexed view repreſents the ſketch I took, but neither pen nor pencil can give an adequate idea of the ſublime and terrific appearance of this work of nature.

The roof of this chamber repreſents the pointed arch of a Gothic cathedral; the petrified ſtalactites in ſome places hang in the form of curtains; in others vaſt pillars, curiouſly emboſſed and fluted, reach from the top to the bottom. At the upper part, between the two oppoſite columns, is ſeen a dim ray of light iſſuing from a fiſſure in the rock above. On all ſides are deep caverns that penetrate downwards into the bowels of the earth.

Some people, I was informed, had endeavoured to penetrate the abyſs below, but had always been obliged to give over the attempt before they could reach the bottom, on account of the groſſneſs of the atmoſphere, which not only rendered their breathing difficult, but denied them the uſe of their torches, and hazarded their being deprived of light in an abyſs ſurrounded with dangers.

Colonel James, in his Hiſtory of the Herculean Straits, gives the following curious account of his adventures in this cave. "Towards the ſouth end of this cave there are paſſages between the pillars that lead into other apartments; all are ſupported by pillars, ſome ſtanding ſingle, others three or four in

a cluſter; and the roofs of theſe apartments have the above petrified rays, which reſemble the glories of ſome Roman-Catholic altar. In the centre of one of theſe chapels is a large deep pit, down which ſome Engliſhmen having loſt their way and ſlipped, were, by the aſſiſtance of ropes and men (let down) happily ſaved, though much bruiſed. Down this abyſs I deſcended with others, till at length I arrived at a ſmall hole of eighteen inches diameter, when finding the air too groſs, we thought it more adviſable not to deſcend any further, having ſufficiently ſatisfied our curioſity: however, before we returned (notwithſtanding our torches burned dim, and we fetched our breath much ſhorter than in the open air) we let down a rope with a weight at the end, through the above hole, fifty feet before it lodged; whether that was the bottom of the pit I cannot pretend to ſay. Our deſcent to this ſmall hole was four hundred and eighty feet: as we let ourſelves down we found little apartments on either ſide to reſt ourſelves in; likewiſe jettees, on which thoſe that fell were ſtopped from falling lower. This long gallery (if I may ſo call it) ſlopes in ſome places, on which you put your feet when you lower yourſelf by the rope, and then you hang perpendicular for a hundred feet before you can touch the rocks, which are nothing but petrified water, as is likewiſe the bottom where we ſtood, which once was open; and, in time, the hole of eighteen inches will be entirely cloſed. I was very much ſurpriſed, as was every one, at the entrance of the abyſs, occaſioned by the man who

went firſt down ſtriking his heels againſt a ſheet of petrified water which hung hollow from the rock; the ſound was like a deep-toned bell, but to thoſe above it was ſo confuſed that they knew not well what to make of it. I muſt obſerve, that on every jettee, likewiſe in every apartment or reſting place, a man was placed with a torch, which being in a ſtraight line to the entrance of the pit, formed a romantic and horrible ſcene."

There are various ſoils on the peninſula of Gibraltar. Towards the ſummit are rough and craggy rocks, with ſmall quantities of black mould in the interſtices, from which grow the palmeto and ſeveral other kinds of ſhrub; but the intenſe heat of the ſummer generally burns them up, and the whole mountain then bears a brown and deſert appearance. The town ſtands on a red ſand, which extends as far to the ſouthward as the New Mole, where it becomes rocky; and towards Europa Point there are ſtrata of marble and good-free-ſtone.

On the weſtern ſide the rocky precipices are here and there ſeparated by ſand banks, which ſlope from the water's edge half-way up its ſides; but whether caſt up by the ſea, or conſtantly crumbling from the apertures of the rock above, I could never learn; each idea has its difficulties. It riſes too great a height above the level of the ſea to have been thrown up by the violence of the waves; and it ſeems ſtill leſs probable that ſuch vaſt accumulations of fine ſand ſhould have been emitted from the hard rocks.

Near Catalan Bay, at the back of the rock as it is called, or

the eaſtern ſide, is a vaſt heap of this ſand, which reaches more than two-thirds up the precipice.

Catalan Bay is a romantic ſpot to which the Spaniſh ſmugglers reſort and depoſit their contraband goods, which are afterwards conveyed in ſmall quantities round to the town. There is a cavern in the bottom of this bay that has been inhabited by an ancient Spaniard for more than forty years. He and his ſon and daughter have made a little garden near it, where they produce plenty of vegetables, which they carry to market at Gibraltar; and they alſo poſſeſs an herd of goats, whoſe milk they alſo turn to a good account.

In your road to this bay you paſs the Devil's Tower, which is ſituated at the baſe of the rock at the north-eaſtern extremity. In the map I have given a draught of this building. It is ſituate on a ſingle rock, and has no door-way; which I ſuppoſe has cauſed it to have the name it bears: it appears to have been a work of the Moors.

I have alſo added another ſmall drawing on the map, of the northern face of the rock, which I took from the neutral ground near the Spaniſh lines; and another of Ceuta Point, on the coaſt of Africa, where the Spaniards have a garriſon. They have repeatedly baffled the attempts of the Moors to regain this place, who are as anxious to poſſeſs it as the Spaniards are to make themſelves maſters of Gibraltar. There are ſeveral gardens on the rock; the governor has an handſome one at the convent, in which are ſeveral fine palms, and other natives of

the more ſouthern climes. Mount Pleaſant, the reſidence of Commiſſioner Inglefield, is by far the moſt picturesque place on the rock. The gardens are laid out with great taſte; the trees, which conſiſt of the various productions of warm climates, have reached a height that could hardly have been expected from the ſcanty ſoil. The orange and lemon trees, the ſtately cypreſs and the locuſt trees, form a delightful retreat from the extreme heat which prevails during the greater part of the year. The houſe, though ſmall, commands an extenſive view of the bay and of the town of Algeziras, which is on the oppoſite ſide of the bay; to the left of it is ſeen Cabritta Point, over which a ſignal tower gives intelligence to the Spaniſh gun-boats at Algeziras of the approach of our ſhips, when they generally row out to a ſandy bay near the point. As the ſtrange ſhips approach the bay and haul round the point they are frequently becalmed, and the current ſets them in towards the Spaniſh coaſt. The gun-boats then ſecurely attack them, taking their ſtations with every advantage; and as they carry very heavy guns, they are enabled to batter the ſhips from a diſtance, which renders them ſo ſmall a mark that they ſeldom receive any damage in return.

Inſignificant as theſe gun-boats may appear, they have frequently done much miſchief, even to our line of battle ſhips when becalmed, which they have attacked with conſiderable advantage, lying under their ſterns, and raking them, without being in much danger themſelves.

Lately a fleet of theſe gun-boats, of which ten carried each a twenty-four pounder, and two were ſchooners carrying two twenty-four pounders each, with a French xebec privateer of eight guns, attacked the Speedy brig of war, commanded by Captain Brenton, who had two veſſels under convoy bound for Gibraltar. The conteſt, though ſo unequal, (for the Speedy had only ſixteen ſmall guns) terminated moſt unfavourably for the Spaniards, who at firſt attempted to take the merchant ſhip, but Captain Brenton paſſing between them enabled her to get to her anchorage in ſafety. They then united their efforts to carry the brig, which had got to the eaſtward of Europa; but the Speedy boldly bore down to her reſcue, and cutting through the line of the enemy, obliged them in a ſhort time to relinquiſh that deſign alſo. The Spaniards then made haſte to get under the protection of the guns of Fort St. Barbara, and from thence proceeded to Malaga, leaving the trade for ſeveral weeks unmoleſted.

The Spaniards loſt ſeveral men in this action, and were otherwiſe much damaged. The Speedy was alſo a good deal ſhattered, and was nearly ſunk by ſeveral ſhot below the water-mark, which prevented her carrying ſail on the larboard tack: ſhe was obliged to bear away for Tetuan Bay, to ſtop her leaks. The gallantry of this action was beheld by the garriſon at Gibraltar with the greateſt admiration. So near were the combatants at one time, that an officer hailed Captain Brenton from the batteries on Europa Point; but an order of the

governor that no guns ſhould be fired without his orders, to prevent unneceſſary alarms, prevented his receiving any aſſiſtance for a long time, though ſo near a friendly battery. At length a gun was fired from it, but the buſineſs had already been ably executed by the gallant little brig, in which two Britiſh ſeamen were killed and one wounded.[a]

On the 24th of February Admiral Duckworth in the Leviathan, with the Incendiary, Captain Dunn, ſailed from Gibraltar to the eaſtward, and on the 25th the Swiftſure followed them. The wind being ſtrong from the N.N.W. we could not get through the Straits to reſume our ſtation off Cadiz; and hazy weather coming on, we loſt ſight of our conſorts.

On the 1ſt of March we anchored in Tetuan Bay, where we found the Thalia, Captain Neſbit. It blew hard for two days, and owing to the plague we could have no communication with the ſhore.

[a] Captain Brenton has ſince been rewarded for his gallantry, by being promoted to the rank of poſt captain and the command of the Cæſar, the flag ſhip of Rear-Admiral Sir James Saumarez, K. B. And the Bay of Algeziras has again witneſſed his exertions on that memorable day when the intrepidity of Britiſh valour was ſo unhappily thwarted by calms and currents, which drove them under the fire of formidable batteries in their attempt to cut off a French ſquadron. But nothing daunted by the failure of his firſt attempt, the gallant admiral, with aſtoniſhing celerity, refitted his ſhattered fleet, and purſued the vainglorious enemy, who, compelled to ſeek for ſhelter in flight, at laſt reached Cadiz, but not without the loſs of two of their firſt-rates that were burnt in the action. Sir James Saumarez, in his official letter, gives very unqualified praiſe to the able exertions of Captain Brenton in getting his ſhip ready for ſervice after the damage ſuſtained in the firſt attack. As a proof of the good order and loyal ſpirit of the Cæſar's crew, I need only mention that ſeveral of them who had been wounded in the firſt action, as ſoon as they heard that the ſhip was getting under weigh to follow the enemy, eſcaped from the hoſpital, got on board a boat in the Mole, and rowed alongſide the ſhip, requeſting to be taken on board; which they were, and they immediately went to their quarters.

On the 3d we again got under weigh, and ſtood towards the Straits of Gibraltar, and the ſame day ſpoke the Phœnix frigate, Captain Halſted. The next day we fell in with the Leviathan, and the day after anchored in Roſia Bay. We ſtaid only three days at anchor, and again got under weigh. But the weſterly winds prevailing, we could not beat through the Gut againſt the ſtrong current which conſtantly runs into the Mediterranean. On the 10th, however, a light breeze from the eaſtward ſprung up, and we got through without farther difficulty.

On the 13th, being in the latitude of Cadiz, we received intelligence that a fleet of men of war and merchantmen, bound from thence to Lima, were ready to ſail; we therefore cleared for action. On the 14th we ſpoke two Portugueſe men of war, the St. Sebaſtian and Principe Reale; the latter bearing the flag of the Marquis de Neyſa: they were on their paſſage from Palermo to Liſbon. On the 29th we fell in with the Balloon, Portugueſe brig, commanded by an emigrant, the Count de Bloſville, with an Algerine corſair of 22 guns in company, which he had lately captured. On the 31ſt a ſail was ſuppoſed to be deſcried by the man at the maſt head; but as the haze cleared up it proved to be a whale ſpouting up water.

On the 3d of April we gave chace to a ſchooner under American colours, which at length got under the guns of the caſtle of Larache, a Mooriſh port on the weſtern coaſt of Africa, when ſhe fired a gun and hoiſted Spaniſh colours. On the 5th,

however, we had the good fortune to fall in with the long expected Spaniſh ſquadron which had ſailed a few days before from Cadiz for the Spaniſh ſettlements on the coaſt of South America. Two of the fleet were captured the next morning, but the admiral making our ſignal, we were obliged to proceed to the ſouthward, and in four days after took the ſchooner that had lately ſheltered herſelf under the guns of Larache. She proved to be a Spaniſh merchant veſſel bound from Malaga to Vera Cruz. In the evening of the ſame day we ſpoke an American, who gave us the pleaſing intelligence that ſhe had ſeen Admiral Duckworth, in company with the Emerald and Incendiary, with a Spaniſh ſquadron of two frigates, and ſeveral merchant ſhips.

The object of our purſuit being accompliſhed, we ſhaped our courſe for Gibraltar; and on our arrival there, on the 19th, had the ſatisfaction to find the admiral had anchored with the prizes, conſiſting of two frigates and ſeven merchantmen; but at the ſame time learned that the Sabina, a fine frigate richly laden, and four merchantmen, had eſcaped to Cadiz. Had we not unfortunately been ordered to chace to the ſouthward, in all probability not one of them would have eſcaped. Captain Dunn, in the Incendiary, had captured two of the ſame ſquadron. The frigates had a cargo of quickſilver on board, to the amount of a hundred and forty tons, which was intended to work the mines of Peru and Mexico.

While we were at anchor in Roſia Bay an accident befel the

Swiftſure that had nearly proved her deſtruction. We were lying at ſingle anchor, a heavy ſquall came on from the weſtward, which at length increaſed to a ſtrong gale, blowing directly into the Bay. The cable ſnapped cloſe to the ring of the anchor, and we were driving broadſide on the rocks, whoſe rugged ſides offered a diſmal proſpect of certain deſtruction. The ſtream anchor was inſtantly let go, which fortunately brought her up, and ſhe rode out the remainder of the gale in ſafety. To add to the uncomfortableneſs of our ſituation, the wreck of the Meduſa was ſeen juſt aſtern of us: ſhe was loſt in the ſame Bay in 1798.

On the 2nd of May we once more ſailed on a cruiſe on the Spaniſh coaſt; the Leviathan, Emerald, and the Netly ſchooner in company; and the next day looked into Cadiz harbour. As we ſtood in near the batteries the Spaniards fired ſeveral ſhot, but none of them took effect.

On the 4th we fell in with the Inflexible, with a ſquadron of tranſports having ſix thouſand troops[1] on board, under command of General Pigot. They were bound for the Mediterranean.

On the 31ſt we ſtood into Lagos Bay. A curious circumſtance took place when we were near ſhore. We experienced two oppoſite currents of air; the lofty ſails were taken aback, while the lower ſails were filled. By taking in the former we ſoon gained our anchorage off the town of Lagos.

[1] They formed a part of that gallant army that has ſince gained ſuch never-fading honour on the plains of Egypt.

This Bay received the Britiſh fleet, under the Earl of St. Vincent, after his glorious victory over the Spaniards.

The town of Lagos is ſmall, and has not much to boaſt. There are ſeveral convents and churches.

On the 4th of June we ſailed from Lagos Bay, and the following day fell in with two frigates, the Seahorſe and another; on board of the former were Rear Admiral Sir Richard Bickerton, Bart. Sir Ralph Abercromby, General Moore, and ſeveral other officers of rank, bound for the Mediterranean. In the evening they parted company.

On the 8th we alſo ſpoke the Pegaſus frigate, Captain Pengelly, with troops for Minorca; Major Doyle was a paſſenger in her. The following day a large ſpermaceti whale paſſed near the ſhip.

After again looking into Cadiz Bay we returned to Gibraltar, and took up our old ſtation in Roſia Bay.[u] The fleet of tranſports, &c. with troops, had ſailed in the morning for Minorca.

Rear Admiral Duckworth being appointed to command at the Leeward Iſlands, Rear Admiral Sir Richard Bickerton took the command on this ſtation, and hoiſted his flag on board the Swiftſure. On the 16th we again got under weigh, with a fleet of merchant ſhips under convoy of the Sheerneſs, Senſible,

[u] Lieutenant O'Brien, firſt lieutenant of the Swiftſure, received his appointment of commander of the Transfer brig of war, at that time on the coaſt of Egypt, and in a few days ſailed for that ſtation. Lieutenant J. Laws Waters became firſt lieutenant of the Swiftſure in his place. Captain O'Brien has ſince been promoted, for his ſervices on the coaſt of Egypt, to the rank of poſt captain, and the command of the Kent, the flag ſhip of Rear Admiral Sir Richard Bickerton.

and Reſource. Generals Grinfield and Martin were on board this fleet on their paſſage for England, with ſeveral ladies from Gibraltar, whoſe huſbands were embarked on the expedition to Egypt.

On the 19th the convoy parted company, and we took our ſtation off Cadiz. On the 23d his Majeſty's ſhips Dragon, Captain Campbell, and Kent, Captain William Hope, joined from England.

After cruiſing for a fortnight without any occurrence worthy of notice, on the 7th of July we were joined by the Hector, Captain Elphinſtone, alſo from England. At this time were detained many Americans and Swedes, that would endeavour to enter Cadiz notwithſtanding the blockade.

On the 11th a ſloop privateer was ſeen by the fleet; it being calm, Captain Campbell ſent an unarmed boat to her, which was fired upon with muſketry by the privateer's crew. On this inſult ſome more boats, manned and armed, were ſent from the Swiftſure and Dragon; theſe, after a ſmart action, in which, however, none were killed or wounded, boarded her and brought her into the fleet. She proved to be La Mouche with an Engliſh letter of marque. The captain of her, in excuſe for his conduct in firing upon a man of war's boat, ſaid that his crew had forced him below; but as he could not prove this, he and his veſſel were ſent to Gibraltar. Had any of our ſeamen or officers loſt their lives in this buſineſs, it could have been deemed no leſs than murder. The crew of the privateer con-

ſiſted of a motley aſſemblage of vagabonds from all nations, and one of them was proved to be a deſerter from the Sirius. Nothing but the policy of annoying the trade of the powers we are at war with, can juſtify the permiſſion given to theſe privateers, who not unfrequently have letters of ſervice from both nations; ſo that whatever comes to hand is with them a prize.

Circumſtances of a private nature now rendered my return to England neceſſary, and having received permiſſion to that effect from Sir Richard Bickerton, to whoſe polite and friendly attention while under his command, I feel greatly indebted, I embraced the opportunity of returning to Gibraltar in the Kent, Captain Hope having kindly offered me a paſſage with him. But juſt as we entered the Straits the Anſon frigate hove in ſight; and Captain Durham obligingly gave me a paſſage to England. I had the pleaſure to find my friend Captain Brenton was alſo a paſſenger.

On the following day, being the 1ſt of Auguſt, we fell in with the Swiftſure; and I accompanied Captains Durham and Brenton to pay our reſpects to the admiral. After again undergoing the pain of parting with friends with whom I had lived on the moſt pleaſant terms for near three years, I returned on board the Anſon.

Having a fleet under convoy to guard, our voyage was neceſſarily protracted; but on Tueſday the 2d of September 1800, I had the happineſs once more of beholding the coaſts of my happy native land. We were detained in quarantine at Plymouth till

the 7th, when an order arrived for the Anſon to proceed to Spithead, where we arrived the following day, and were not releaſed from the thraldom of the yellow flag till the 10th, when I, with the reſt of the paſſengers, debarked at Portſmouth.

HAVING thus concluded the narrative of what came under my own obſervation, or was acted on the ſtation during the time I was on it, I muſt beg leave to add a few lines to the memory of the gallant ſhip which for ſeveral years had been my abode.

As her track, while ſhe bore the Britiſh flag, was marked with many a trait of glory, ſo was the concluding act of the illfated veſſel diſtinguiſhed by ſuch firm heroic reſiſtance, as left the enemy a mere wreck, and little to boaſt of in the capture.

The Swiftſure had been reported to be in a very leaky condition for a long time, as I have had occaſion to mention in the preceding pages, yet ſhe was obliged to retrace her ſteps to the ſhores of Egypt without receiving the repairs ſhe ſtood ſo much in need of. At length Lord Keith ſent her with a convoy of cartels and light tranſports from the Bay of Aboukir to Malta. Captain Hallowell on the paſſage received intelligence of a ſtrong ſquadron of the enemy being in thoſe ſeas. Prompted by a laudable zeal for the ſervice, and conſidering the compara-

tive inſignificance of the convoy, he formed the reſolution to quit it, and make the beſt of his way to reinforce the ſquadron of Sir John Borlaſe Warren. Unhappily on his paſſage he fell in with the hoſtile ſquadron on the 24th of June 1801. Perceiving the very ſuperior force of the enemy, he reſolved for once to endeavour to eſcape from them; but the leaky and foul condition of the Swiftſure was ill matched with the faſt-ſailing Frenchmen. Captain Hallowell finding there was no proſpect of getting away from them by keeping on a wind, determined to bear down and engage the ſhips to leeward, conſiſting of two line of battle and a frigate, in hopes that if he crippled them he might get away from the others; but in this he was diſappointed. The Indiviſible of 80 guns, bearing the flag of Rear-Admiral Gantheaume, and the Dix Aout of 74 guns, being in cloſe order, and within half-gun-ſhot of the Swiftſure, opened their fire: this was inſtantly anſwered, and a ſevere action took place, which laſted, notwithſtanding the great diſproportion of force, for an hour and ſix minutes.

During the action Captain Hallowell made ſeveral efforts to get to leeward of the enemy, but their ſuperior ſailing baffled every attempt.

The other two line of battle ſhips now ranging up alongſide the Swiftſure ready to pour in a deſtructive fire, the Indiviſible and Dix Aout being almoſt aboard of her, and her maſts, and yards, and rigging cut to pieces, the decks lumbered up with

the wreck, all hopes of eſcape cut off, and no proſpect of ſuccour preſenting itſelf, Captain Hallowell, to ſave further uſeleſs effuſion of blood, determined to ſurrender to ſuperior numbers. With pain, as he truly expreſſed it, he ordered his Majeſty's colours, which he could no longer defend, to be taken down. The following extract from Captain Hallowell's letter to the admiral on this melancholy event will, I doubt not, prove acceptable to my readers.

"Moſt ſincerely, my lord, do I lament our having been oppoſed to ſo very ſuperior a force, as, from the ſteady and gallant conduct of the officers and men I had the honour to command on this occaſion, and with whom I had been acting nearly four years on various ſervices, I have not a doubt of what would have been the iſſue of the conteſt on more equal terms."

The loſs in killed and wounded was not ſo great as might have been expected; but the maſts, ſails, yards, and rigging, were cut to pieces, and the whole ſhip received ſo much damage that the enemy were ſix days repairing her, that ſhe might be able to proceed with them to Toulon. When Lord Keith diſpatched the Swiftſure for Malta he took out many of the beſt men, by which means ſhe was eighty-ſix men ſhort of comple-

ment, beſides having fifty-nine ſick on board from a bad fever brought off by thoſe who had acted with the army before Alexandria.

Lieutenant Davis, who had been wounded before when captured in the Fortune, and afterwards when ſerving with the army in Egypt, was this time alſo the only officer who was hurt, but not dangerouſly.

It is but juſtice to obſerve, that in this inſtance the French treated their unfortunate priſoners with great humanity: but Admiral Gantheaume is as well known for his honourable conduct as for his courage, and his name will ever bear the reſpect due to humanity and bravery.

Captain Hallowell having obtained permiſſion to return to Minorca on his parole, a court-martial was aſſembled on the 18th of Auguſt 1801, on board the Genereux, at Mahon, to try him for quitting the convoy, and for the loſs of his ſhip; who, after a minute inveſtigation of all the circumſtances, delivered the following ſentence.

"The court is of opinion, and it appears to them from the narrative of Captain Hallowell, ſupported by the beſt poſſible evidence to be obtained, that the convoy under Captain Hallowell's charge was of very little importance in any point of view; that his determination to leave the ſaid convoy and join Sir John Warren, was dictated by ſound judgment and zeal for

the ſervice of his king and country. And the court is further of opinion, that the loſs of his Majeſty's late ſhip Swiftſure was unavoidable; and that the conduct of Captain Hallowell, his officers, and ſhip's company, in defence of the Swiftſure, was highly meritorious; and that Captain Hallowell diſplayed great judgment in the mode he adopted to avoid ſo ſuperior a force, and equal gallantry in the execution of the plan ſo formed. They do therefore adjudge that they be honourably acquitted; and they are honourably acquitted accordingly.

Signed by the court."

As a counterpoiſe however to this misfortune, I am enabled to ſtate, that though the Swiftſure is the only Britiſh ſhip that was in the action of the Nile, which is now in the poſſeſſion of the enemy, a complete deſtruction has been made of every one of the French fleet oppoſed to us on that memorable day. Le Genereux and Le Guilleaume Tell, the only two ſhips of the line that eſcaped from Aboukir, were taken in 1800 by ſome of the ſquadron under the immediate orders of Lord Nelſon. The former on the 18th of February, the latter on the 30th of March; and one of the frigates alſo, La Diane, that eſcaped with thoſe ſhips, was taken on the 24th of Auguſt following. The other frigate, La Juſtice, was captured at the ſurrender of Alexandria. So that, on the whole, the victory by Rear-Admiral Nelſon achieved on the 1ſt of Auguſt 1798,

may, in all its conſequences, be fairly reckoned as complete and deciſive as was ever obtained by the Britiſh flag.[x]

[x] I forgot to mention, in its proper place, a circumſtance ſo peculiarly characteriſtic as muſt render it intereſting to my readers. In the ſixth chapter the Swiftſure is deſcribed as buſily employed after the action in getting up pieces of the wreck of l'Orient. Among the reſt a large part of the main-top-maſt was brought on board. Captain Hallowell cauſed a coffin to be made of the wood and iron from this maſt, with an inſcription on the lid. This he preſented to Lord Nelſon, who received it as a moſt valuable acquiſition, and intends when his career of terreſtrial glory is terminated, that his remains ſhall be encloſed in it.

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"Through various hazards and events we move."
DRYDEN, ÆN. b. i.

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CHAPTER II.

"Far on the right, her dogs foul Scylla hides:
Charybdis roaring on the left presides;
And in her greedy whirlpool sucks the tides:
Then spouts them from below; with fury driven
The waves mount up, and wash the face of heaven."
DRYDEN'S Trans. ÆN. b. iii.

Scylla described. Poetical description of an earthquake by Cowper. The British fleet passes the Straits of Messina. Picturesque appearance

of the shores on each side. Charybdis and Mount Ætna described. Intelligence gained that the French having captured Malta, through the treachery of some of the Knights and Grand Master, had sailed from thence to the eastward. The British fleet arrives off Alexandria. The Admiral dispatches Captain Hardy, in the Mutine brig, to the governor, and receives no account of the French fleet; his disappointment thereon. He shapes his course back towards Sicily, and makes the Bay of Syracuse, which he enters with his fleet ..... p. 11

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"Right o'er against Plemmyrium's wat'ry strand
There lies an isle, once call'd th' Ortygian land:
Alpheus, as old fame reports, has found
From Greece a secret passage under ground:
By love to beauteous Arethusa led,
And mingling here, they roll in the same sacred bed."

DRYDEN'S Trans. ÆN. b. iii.

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CHAPTER IV.

"Thrice happy they beneath their northern skies,
Who that worst fear, the fear of death despise;
Hence they no cares for this frail being feel,
But rush undaunted on the pointed steel,
Provoke approaching fate, and bravely scorn
To spare that life which must so soon return."

LUCAN Trans. by ROWE, b. i.

Admiral Nelson uneasy at gaining no account of the enemy, at length determines to revisit the shores of Egypt. Account of the hostile fleets having crossed each other in the night of the 22d of June. The fleet sails from the Bay of Syracuse on the 24th of July and proceeds along the coast of the Morea. The Culloden enters the port of Coron, and receives intelligence of the motions of the enemy; captures a French wine-vessel. The fleet passes the island of Candia. The captains of the fleet repair on board the Vanguard to receive instructions from the admiral. The Alexander and Swiftsure ordered a-head to reconnoitre, and on the 1st of August arrive off Alexandria, and perceive the French colours flying there: disappointment at perceiving no signs of the French fleet; prepare to attack some French gallies anchored off the harbour's mouth; are recalled by the admiral. Signal to prepare for battle. The French fleet descried at anchor in the Bay of Aboukir. The admiral makes the signal to prepare to anchor, &c. The Culloden strikes on a reef of rocks. No accurate chart of the bay in the fleet. The admiral determines to attack the enemy without delay. The fleet bear down to engage the French fleet at anchor. The Goliath leads into action. The rest of the fleet follow. Description of the action ..... p. 39

CHAPTER V.

"How to the sea his tribute Nilus pays
By his seven mouths, renown'd in stories old,
And by an hundred more ignoble ways:
They pass'd the town built by the Grecian bold,
Of him call'd Alexandria till our days:
And Pharos tower and isle removed of yore
Far from the land, now joined to the shore."

FAIRFAX'S Trans. of TASSO, b. xv.

Reflections arising from the various circumstances of the pursuit and conquest of the French fleet. The impiety of the French. Bonapartè's scheme of attacking the British possessions in the East Indies thwarted by the victory of the Nile. Pious order of the admiral to the fleet in consequence of the victory. The admiral thanks the officers and seamen of the fleet for their good conduct in the action. The fleet had been trained under the Earl of St. Vincent, whose excellent management and discipline had prepared it for the severest service. The Leander sails from the bay; in her Captain Berry carries the dispatches containing an account of the victory obtained off the Nile. The Leander is captured by the Genereux. Captain Thompson's gallant conduct, and his honourable acquittal by a court-martial. The fleet prepares to sail from the Bay of Aboukir with the prizes. Captains Troubridge and Hallowell sent with a flag of truce to Aboukir. The French prisoners landed under an engagement not to serve again till regularly exchanged; but are instantly formed into a regiment called the Nautic battalion. The island taken possession of, and the batteries destroyed. A courier with dispatches from Bonapartè taken. The Swiftsure captures La Fortune corvettè; anecdote of a French surgeon. The Swiftsure ordered to chace three sail, which prove to be the Emerald and Alcmene frigates, and La Bonne Citoyen sloop of war. The Honourable Captain Capel, bearing duplicates of the dispatches before given to Captain Berry, sails in the Mutine for Naples. Contents of the admiral's official letter concerning the action. Return of the killed and wounded in the British fleet.

Lieutenant Duval sent with an account of the action to the government in the East Indies. Poussielgue's account of the action. Part of the fleet under command of Sir James Saumarez sails from the bay with several of the prizes. Some of the captured French ships burned. Statement of the inequality of the two fleets. The Swiftsure sails on a cruize off Alexandria. The Seahorse frigate joins. Account of an action which had taken place between the Seahorse and Sensible. Admiral Nelson burns the ships that endeavour to escape from Alexandria. The Zealous joins from Aboukir. Admiral Nelson sails for Naples. The Torride captured by the boats of the Goliath. The Alcmene takes La Legere; intrepid conduct of two seamen who recovered the dispatches from the waves. The Lion, with a Portuguese squadron, arrives. The latter return to Gibraltar. The Goliath sails for Naples. A French cutter attempting to enter the harbour of Alexandria is driven on shore by the Emerald and Swiftsure. General Carmin and others murdered by the Bedouins. The enemy erecting batteries near the tower of Marabou are fired on by the Swiftsure and Emerald. A boat with French officers and others, endeavouring to escape from Alexandria, captured and sent back. A young Russian baron detained ..... p. 61

CHAPTER VI.

" 'Tis pleasant when the seas are rough to stand,
And view another's danger, safe at land;
Not 'cause he's troubled, but 'tis sweet to see
Those cares and fears from which ourselves are free."
CREECH'S Trans. of LUCRET. b. ii.

Captain Hallowell employs his ship's company in weighing up anchors and procuring iron and timber from the wrecks in Aboukir Bay. Hadji Hassan, an Arab, comes off to the ship. The island of Aboukir described. The Swiftsure ordered to Rhodes for a supply of provisions,

is driven by a gale of wind into the Gulf of Symea and nearly lost. The city of Rhodes described, and occurrences there. Hassan Bey, governor of Rhodes. Ancient history of Rhodes. A Turkish dinner described. The Swiftsure sails from Rhodes and rejoins the fleet off Alexandria p. 99

CHAPTER VII.

" How Egypt mad with superstition grown,
Makes gods of monsters, but too well is known;
One sect devotion to Nile's serpent pays,
Others to ibis, which on serpents preys."
DRYDEN's Trans. of JUVENAL, b. v.

Vessels endeavouring to escape from Alexandria are burned. The cause of this. Hadji Hassan returns on board with an Arab who undertakes to convey a message from the British commander to Mourad Bey. Russian and Turkish men of war and gun-boats arrive. A messenger from the Grand Signior arrives with the pelice and aigrette for Admiral Nelson. Captain Hallowell anchors in Aboukir Bay with the Turkish gun-boats, and employs them in annoying the French. Some Arabs come off from Rosetta. Hadji Hassan dismissed from the Swiftsure for giving false intelligence. Information received of an action between the Mamaluks and French, in which the former were successful. Egyptian chiefs come off with favourable intelligence. The Turkish ship Haptap in danger from a squall of wind. Massoud Abdulla arrives with letters from Mourad Bey. The Torride gun-brig goes to the Nile for water. The author sails in her. Manner of procuring the water. A supper on board a Turkish frigate. Turkish gun-boats carreened. Docks and wells dug. Ancient Egyptian relicks found. A Mamaluk arrives from Mourad Bey. Hassan Bey sails from Aboukir with the Turkish gun-boats. The officers and ship's company of the Swiftsure put to a short allowance of provisions. The Swiftsure sails from the bay, and is relieved by the Seahorse frigate ..... p. 119

CHAPTER VIII.

" Fast by the breezy shore the city stands,
Amid unbounded plains of barren sands;
Which high in air the furious whirlwinds sweep,
Like mountain billows of the stormy deep,
That scarce th' affrighted traveller, spent with toil,
Escapes the tempest of th' unstable soil."

HOOLE's Trans. of TASSO, b. xvii.

The Swiftsure joins the squadron off Marabou. Account of an illumination at Alexandria. Description of the pharos, and of the situation of Alexandria. Heavy gales common at this season. Impolicy of the Turks. The Fortune joins from Acre. The French send flags of truce to the British squadron. Conversation with the French officers on the subject of fire-balls, and an experiment tried with them. Conjecture as to the cause of the fire on board l'Orient Anecdotes of the French in Egypt. Of the military ardour and discipline of the Mamaluks. The Swiftsure sails to the Bay of Acre. A description of Caiffe. The author ascends Mount Carmel. Description of the surrounding country. Wild boars and Syrian goats described. Monastery of Carmelite monks. Turkish women. Presents of rice from Dgezzar Pacha; his character. A short account of Acre. The author intends to visit Jerusalem; the cause that prevented him. A visit to the monastery on Mount Carmel. The Swiftsure departs from Syria and rejoins the squadron off Alexandria. Commodore Troubridge arrives with a squadron from Sicily. Gallant conduct of the Lion . . . . . p. 141

CHAPTER IX.

Or oak, or brass with triple fold,
That hardy mortal's daring breast enroll'd;
Who first, to the wild ocean's rage,
Launch'd the frail bark."

FRANCIS's Trans. HOR. b. i. ode 3.

Names of the ships, &c. that arrived off Alexandria under Commodore Troubridge. Alexandria bombarded; several vessels come out from thence; among them a Turkish man of war. Mr. Beauchamp discovered on board, and brought as a prisoner to the Swiftsure, which sails from the coast of Egypt with the Turkish man of war. They arrive at Limesol in the island of Cyprus. A heavy gale of wind. The Turkish man of war in danger. The Swiftsure driven from her anchorage. Description of Limesol, and it's environs. The Swiftsure sails from thence, and meets the Tigre commanded by Sir Sidney Smith. Arrives at Rhodes. Occurrences there. Mr. Beauchamp left with Hassan Bey. The Swiftsure sails from Rhodes, and encounters a gale of wind near Candia. Arrives in the Bay of Syracuse. The Culloden and other ships arrive, and soon after sail for Palermo. The Swiftsure departs from Syracuse; is in great danger on the coast near Catania. Passes the Straits of Messina; and enters the Bay of Palermo. Description of that bay, and of the city. The author accompanies Lord Nelson and other officers to a monastery of capuchins near the city. Description of a cemetery. A ball on board the Swiftsure. Further description of Palermo. Account of the capture of Naples by the French ..... p. 163

CHAPTER X.

The great Misenus, of celestial kind,
Sprung from the mighty monarch of the wind;
Whose trump, with noble clangors fired from far
Th' embattled host, and blew the flames of war.—
.....
The pious hero rais'd a lofty tomb;
The tow'ring top his well known ensigns bore,
His arms, his once loud trump, and tapering oar
Beneath the mountain rose the mighty frame,
That bears from age to age Misenus name."

WARTON's Trans. ÆN. b

A British squadron, commanded by Commodore Troubridge, sails from Palermo to the Bay of Naples, and anchors near Point Miseno. The islands of Procida and Ischia surrender. The inhabitants of those islands in great distress for want of corn. The Swiftsure sails on a cruize in the bay. The Seahorse burns some vessels near Sorrento. Corn arrives at Ischia and Procida, from Palermo, in small quantities. Cardinal Ruffo collects an army in Calabria, and marches for Naples. Violent proceedings of the French General Macdonald. The author accompanies Mr. Rushout to Ischia; description of the castle, town, and surrounding country. The Swiftsure and the Minotaur sail with troops to Castel-a-mare, which is taken possession of, but the French retake it. Account of a similar attempt by the Zealous on Salerno. Short account of the island of Capri. The author returns to Ischia, and takes up his residence at the palace of the Duke of Aqua Viva. Description of the palace. The view from it. Captain Hallowell sends a present of wine, &c; the boat on its return to the fleet is overset, and the coxswain drowned. Manner of taking quails in Ischia, also the tunny fishery described. Volcanic nature of the island of Ischia exemplified ..... p. 181

CHAPTER X

"But fortune, ever changing dame,
Indulges her malicious joy;
Constant she plays her haughty game,
Proud of her office to destroy."
FRANCIS's Trans. HOR. b. iii. ode 29.

The squadron returns to Palermo. An account arrives of the French fleet having entered the Mediterranean. Lord Nelson embarks on board the Vanguard, and the fleet cruizes near the island of Maretimo; returns to the Bay of Palermo. Extraordinary conduct of the court of Naples towards a gentleman in the suite of Mr. Wyndham, the British ambassador at Florence. An account arrives of Sir Sidney Smith's gallant conduct at Acre. The death of Captain Miller of the Theseus; his character. Description of the environs of Palermo, Monte Reale, and the benedictine convent of St. Martino. An entertainment given by the King of the two Sicilies in honour of the birthday of his Majesty the King of Great Britain. Description of an ancient Moorish castle near Palermo. Oxen. Rear-Admiral Duckworth arrives from Lord Keith's fleet. Troops embarked on board Lord Nelson's fleet for Naples, but relanded in consequence of news brought by the Bellerophon and Powerful. Intelligence received that Cardinal Ruffo had invested Naples with his Calabrian army. The fleet under Lord Nelson sails for Naples. The Neapolitan insurgents capitulate to the Cardinal, but are brought into the fleet. The marines of the fleet landed. Commodore Troubridge invests the castle of St. Elmo. Occurrences during the siege and capture of that place. Capua besieged and taken. Captain Hood commands at Naples. Atrocious acts of the lazaroni and royalists at Naples. The King of the two Sicilies arrives. Admiral Carraccioli executed. The town of Pompei and Mount Vesuvius described. Lord Nelson sails from the Bay of Naples. The Swiftsure departs from thence . . . . . p. 195

CHAPTER XII.

" ..... Vallombrosa .....
That to an ancient abbey gave the name,
Wealthy and fair, in hallowed rituals bless'd,
And courteous to receive the stranger guest."
HOOLE's Trans. of ARIOSTO, b. xxii.

" Thick as autumnal leaves that strow the brooks
In Vallombrosa, where th' Etrurian shades
High over-arch'd embow'r;" .....
MILTON's Paradise Lost, b. ii.

Lord Nelson dispatches the Swiftsure to Civita Vecchia. The Seahorse frigate is driven on the rocks near Leghorn. The Swiftsure proceeds thither to her assistance; from thence to Civita Vecchia. Occurrences there. The author lands at Leghorn, and proceeds to Pisa. Description of that place, and of the baths of Pisa. From thence to Lucca, and Florence. Description of those places. Vallombrosa. Journey across the Appenines to Bologna; from thence to Tedo and Ferrara. Fate of the benedictine monks. The Po. Padua. Palace on the banks of the Brenta. Venice. Padua described. Vicenza; politeness of the inhabitants. Verona described. Fortress of Peschiera. Desenzano on the banks of Lago di guarda. Description of the lake. Mode of crossing the Po. Mantua described. Journey from thence through Carpi and Modena to Bologna. The author recrosses the Appenines. Remarkable volcano at Pietra Mala. The author returns to Florence. Further account of that city. The King of Sardinia arrives at Leghorn. The author proceeds thither and embarks on board the Santa Teresa for Minorca ..... p. 217

CHAPTER XIII.

" At length they came, where press'd in narrow bounds,
Between the capes the boiling deep resounds.
'Tis feign'd that first Alcides forc'd a way,
And gave this passage to th' indignant sea;
And here perchance a lengthen'd tract of land,
With one continu'd mound the flood restrain'd;
But now the furious main with rushing tides,
From tow'ring Calpe Abyla divides;
A streight 'twixt Lybia now and Spain appears:
Such is the force of time, and change of years!"

HOOLE'S Trans. TASSO, b. XV.

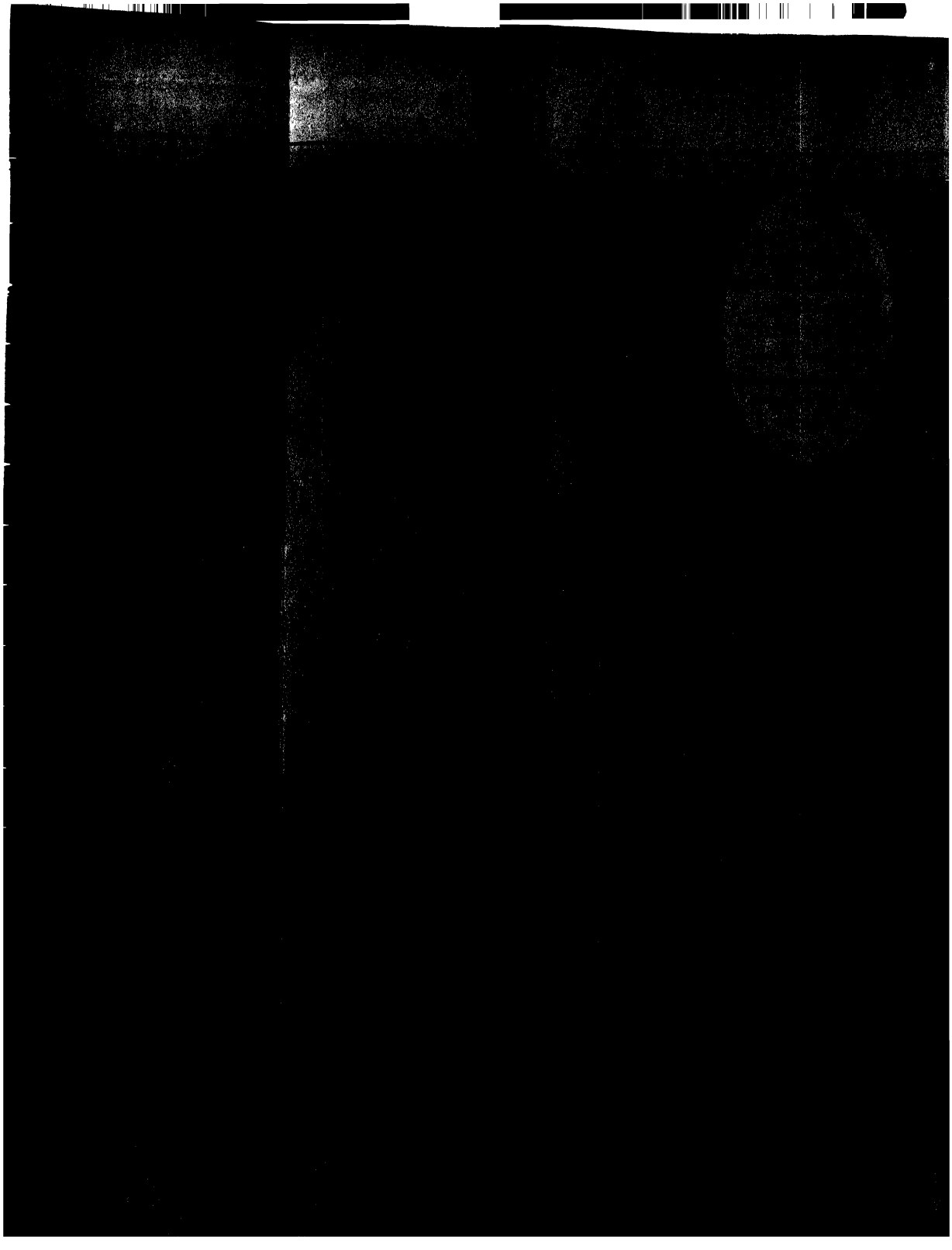
Voyage to Minorca. Excellence of Mahon harbour. The town of Mahon described. Ingenious method of constructing arches in Minorca. Fort St. Philip. Roads in Minorca. The country described. The hospital and arsenal. General Stuart's regiment. Large breed of asses and mules on the island. Costumè of the inhabitants of Minorca. Account of occurrences at the capture of Minorca by General Sir Charles Stuart and Commodore Duckworth. Round towers. Fournelles Bay. Mount Toro. Retrospective history of Minorca. Amusements at Mahon. Lord Nelson and Commodore Troubridge arrive. Lord Nelson returns to Palermo. Rear-Admiral Duckworth, in the Leviathan, arrives at Mahon. The Port Mahon brig launched. The Peterell sloop arrives. Death of Lieutenant Brenton; his character. Rear-Admiral Duckworth sails from Mahon. The author takes his passage in the Leviathan, which anchors in Rosia Bay, Gibraltar, and soon after sails on a cruize off Cadiz. The Swiftsure joins, and the author accompanies Captain Hallowell on board. The squadron anchors in the Tagus. Short description of Lisbon. The squadron sails on a cruize, and encounters heavy gales of wind. The Powerful and Vanguard receive much damage. Separate from the squa-

dron and sail for England. A Spanish brig captured. La Belle Desiada, another Spanish brig, taken. The Bellerophon parts company. The Leviathan loses her main-top-gallant-mast in a gale of wind off Cape Finisterre. The Flora frigate with orders from Lord Keith arrives. The Bellerophon rejoins the squadron. The Swiftsure loses her fore-top-mast and main-top-gallant-mast in a squall. A seaman falls overboard and is drowned. The squadron anchors in the Tagus. An opera at Lisbon described. The Weymouth wrecked near Belem castle. Rear-Admiral Duckworth provides a passage for the officers and men of the Cambrian Rangers, who were wrecked in the Weymouth. Arrives at Gibraltar. The Swiftsure taken into dock. The author resides on shore. The rock described. The town of Gibraltar. The convent, and Spanish church. General O'Hara the governor. The galleries and caves; with other places of the rock described. Gallant action of the Speedy brig. The squadron under command of Rear-Admiral Duckworth resumes its station off Cadiz. Part of a Spanish fleet of merchantmen and frigates captured. The squadron and prizes anchor in Rosia Bay. Dangerous situation of the Swiftsure. Admiral Duckworth sails with the squadron. Anchors in Lagos Bay. Returns to Gibraltar. Admiral Duckworth departs to the West Indies. Rear-Admiral Sir Richard Bickerton takes the command of the squadron, and hoists his flag on board the Swiftsure. Sails on a cruize. The Kent and Dragon arrive from England; and soon after, the Hector. Insolent conduct of the crew of La Mouche privateer. The author embarks on board the Kent for Gibraltar, and takes his passage in the Anson for England. APPENDIX . . . . . p. 257

ERRATA.

page. line

4 7 for Albaran, read Albo*r*an.
6 20 for *having* immediately, read *and* immediately.
7 4 for 70 guns, read 74 guns.
7 14 for Wescot*e*, read Westcot*t*.
9 1 dele the *first line.*
3 2 for has, read *and* has.
3 21 for *as* by their social, read *and* by.
36 19 for ced*ar*, read ced*ate.*
37 15 for *with* none, read *had* none.
44 2 for we had, read we *have since* had.
44 6 dele *that.*
49 20 for Che*lard,* read Chey*là.*
54 14 dele the *comma* after Vanguard.
77 3 for fortun*a* read fortune.
96 5 dele *us.*
100 1 for Mame*lukes,* read Mama*luks.*
106 2 dele *on it.*
126 1 for *Toridè,* read *Torride.*
126 2 for Autride, read Autridge.
135 24 for the enterprise, read the *spirit of* enterprise.
180 3 and 4 for *This cause,* read *The cause of this.*
192 in the note g for Orbitillo, read Orbitello,
245 10 for you *did not,* read you *do not.*
257 5 in the Italian motto, for Passo*vir* a forga a l'oceano, read Passo*vvi* a forza l'oceàno.
271 6 for compelled *them,* read compelled *the enemy.*
308 24 for by *Rear-Admiral Nelson achieved,* read *achieved by Rear-Admiral Nelson.*



PREFACE.

THE candid and favourable reception which an indulgent public gave to the author's "Account of the Campaign in the West Indies in 1794," has inspired him with courage to lay before them a narrative of some important subsequent events of the war in a very different part of the world, which his active destiny has afforded him an opportunity of recording as an eye-witness. In this work, as well as in the former, it is on the result of peculiar and accidental opportunity that he relies for his passport. He is conscious his habits and pursuits have little qualified him for the claims of literary merit.

Placed as he was in the midst of a battle as splendid and extraordinary as the page of history has ever recorded, an attendant of the chase which preceded it, and of many interesting occurrences and scenes which the shores of the Mediterranean exhibited for nearly two years after its termination, he daily minuted

with his pen and pencil the observations and images which obtruded themselves upon him. The authenticity of such memorials, and the views of places and people, which the present as well as the past has rendered subjects of such warm curiosity and interest, may, as his friends flatter him, give a value to his simple diary, and the sketches, even if unskilful, of a self-taught artist. All know how soon the numberless minutiæ now vivid in the memories of the actors would yield to the pressure of more recent occupations, and fade away without a record: but these pages will furnish remembrances of their activity and glory, on which they may look back with pleasure; and where their posterity may hereafter be proud to point out their names.

After what has been said, it will not be expected that the accounts of places here described should be loaded with the endless learning connected with them, on which many would find no difficulty to pour out the contents of libraries, and extend the work to bulky volumes. There seem indeed neither bounds nor use in such repetitions. But if there were, it was not the present author's purpose to expatiate beyond the occurrences which fell within his own experience; for the

scanty aid which the very few books of a naval life supplied, would alone have precluded him from the attempt. Yet he has since endeavoured occasionally to vary and enliven his narrative by a few references to ancient events: this liberty, however, has been very sparingly exercised.

Too many books of travels and voyages are ornamented by fictitious views, as well as embellished relations. The reader may be assured that the drawings from which the plates of this volume were copied are genuine, and that they were taken on the spot by the same hand, and at the same time, which wrote the journal. This agreement of time and place will, he trusts, ensure the accuracy and peculiarity of his work.[a]

[a] The reader, who is curious, may find in Sandys's Travels, which, though their language is rather obsolete, have not lost their reputation, at least as much of the ancient history of the places described in this volume, as he may wish to know. These travels have been a copious source of pillage to his successors, through whose attenuated pages his profound and comprehensive information has been superficially spread. They were first published in 1615 under the title of "A Relation of a Journey begun A. D. 1610. Four Books containing a description of the Turkish Empire, of Egypt, of the Holy Land, of the remote parts of Italy, and Islands adjoining." George Sandys, a younger son of Edwin archbishop of York, died 1643. The author hopes he may be excused for this humble tribute to the memory of a traveller, a poet, and an amiable man, from whose brother he confesses to feel some gratification in tracing his descent.

In tracing the actions here recorded, of which neither the glory nor the beneficial effects can be questioned, some pangs of regret must undoubtedly arise at the waste, not only of treasure, but of human lives. Yet what is there enviable in an obscure and selfish existence here, compared with an honourable and patriotic death?

If ever the beautiful sentiment of Horace, the

"Dulce et decorum est pro patria mori,"

if ever those pathetic lines of a poet of our own country,

"How sleep the brave, who sink to rest,
By all their country's wishes bless'd;"[b]

were applicable, they are well applied to those who fell so nobly in the tremendous contest. "The calculation of profit in all such wars," says Burke with inimitable elevation, "is false. The blood of man should never be shed but to redeem the blood of man. It is well shed for our family, for our friends, for our God, for our country, for our kind. The rest is vanity; the rest is crime."

After such passages as these, it becomes the present

[b] Collins.

author to drop the pen. It may however be necessary to say a few words regarding some prints of the battle of the Nile which have been already published, and to state the reason of his omitting to give drawings of the most eventful part of his description, the naval action. But he was aware that a seaman only, or one at least who had made marine drawings his study, could ably pourtray that grand machine which so eminently places this nation, both in war and commerce, above all the powers of the globe.

He thinks it needless to say more, than that several who are so gifted, having published drawings of that event, it became unnecessary for him to do it. The three large engravings of different periods of the action are most ably pourtrayed by Captain Weir, who commanded the marines on board the Audacious; and who with an accurate knowledge of the subject, was himself stationed where he could form the best judgment of it; and who is also well qualified as a draughtsman for the task. These plates certainly stand pre-eminent both for correctness and picturesque effect. Four smaller engravings, with an explanation of them, were published by G. Riley soon after the news of the victory reached England.

The first of Captain Weir's plates, representing the French fleet at anchor in the bay of Aboukir, and the British fleet bearing down to engage them, strikes the author of this work as giving the best idea possible of that event; and he is the better enabled to judge of the merits of this plate, as the Swiftsure with the Alexander were the two last ships that entered the bay, which gave those on board them an opportunity of viewing and accurately observing the first part of this awful scene.

The plan of the action given in this work is copied from what Captain R. W. Miller of the Theseus made on the following morning; and as all who knew that excellent officer are well acquainted with his abilities and judgment, it may be relied on as correct in every respect. The size of the plate would not allow room to place the castle of Aboukir at the proper distance from the island. It is therefore introduced merely to shew its relative bearing from the island. The time of the occurrences during the action he can also state to be equally well founded, for they were corrected from the minutes made by Mr. Gamble, purser of the Swiftsure, who was employed in the honourable post of signal-officer during the combat, and marked down the events

as they occurred. To that gentleman he is also indebted for the communication of several circumstances that otherwise he could not have related with accuracy.

At length, then, the author commits himself with diffidence and anxiety to a discerning though indulgent public: yet whatever be their decision, he will submit without a murmur. In the retirement of a domestic life he will at least look back with pleasure on the busy, varied, and important scenes in distant parts of the globe to which he has been a witness, and he will always feel gratified by the reflection of having been even an humble memorialist of a splendour and heroism so glorious to his country and his friends.

The Ground at Rhoeder.

London Pub. by I. Walker Fleet Street 1801.

A VOYAGE

UP

THE MEDITERRANEAN,

IN HIS MAJESTY'S SHIP THE SWIFTSURE,

ONE OF THE SQUADRON UNDER THE COMMAND OF

REAR-ADMIRAL SIR HORATIO NELSON, K. B.

NOW VISCOUNT AND BARON NELSON OF THE NILE,
AND DUKE OF BRONTE IN SICILY.

WITH A

DESCRIPTION OF THE BATTLE OF THE NILE

ON THE FIRST OF AUGUST 1798,

AND A

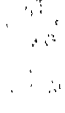
DETAIL OF EVENTS THAT OCCURRED SUBSEQUENT TO THE BATTLE,
IN VARIOUS PARTS OF THE MEDITERRANEAN

By the Rev. COOPER WILLYAMS, A. M.

LATE OF EMMANUEL COLLEGE, CAMBRIDGE;
VICAR OF EXNING, SUFFOLK; CHAPLAIN OF HIS MAJESTY'S SHIP THE SWIFTSURE;
AND
DOMESTIC CHAPLAIN TO THE EARL OF ST. VINCENT.

PRINTED [illegible],
FOR J. WHITE, HORACE'S HEAD, FLEET STREET.

1802.



TO

The Right Honourable

John Earl of Saint Vincent,

VISCOUNT SAINT VINCENT and BARON JERVIS

of Meaford in the County of Stafford

Knight of the Most Hon.ble Order of the Bath,

First Lord Commissioner of the Admiralty,

ADMIRAL OF THE WHITE SQUADRON

of His Majesty's Fleet,

and Lieutenant General of Marines.

This Work

Is with the greatest respect Delivered & Inscribed

By His Lordship's

Most Obed.t & grateful H.ble Servant.

COOPER WILLYAMS.

CURTIS Sculp.t
St. Drury Lane